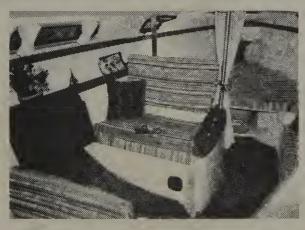


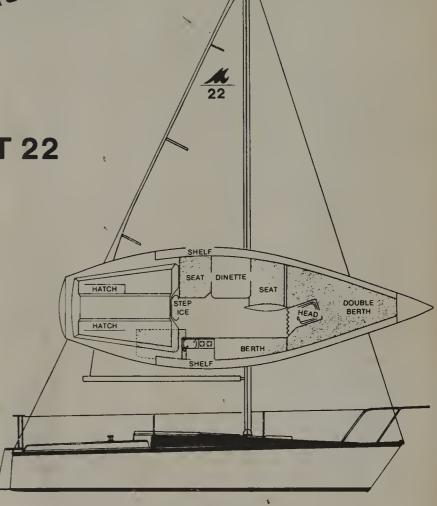
Tired of Boats Designed in 1952 take a look at the 1983 MERIT 22 for Midgets?

ERIT 22

- Seven foot berths
- 6 foot standing head room
- More room in the head than most 40 footers yet has 500 lbs. fixed lead ballast!
- and it's FAST.







# CHRISTMAS IN MEXICO!

THERE ARE A FEW ONE & TWO WEEK VACATION RESERVATIONS STILL AVAILABLE FOR CRUISING CABO SAN LUCAS, SEA OF CORTEZ & PUERTO VALLERTA IN DECEMBER, JANUARY OR FEBRUARY '83. CALL SAILING UNLIMITED FOR A BROCHURE: (415) 521-5900

THE SAILBOAT SHOP 2639 BLANDING AVENUE, ALAMEDA, CA 94502 • 415/521-5900

### WILD THINGS RUN FREE

(That's the name of the boat - honest!)

Chris Benedict can certainly be called the descriminating sailor. He builds high-quality boats and chooses his sailmaker accordingly. Chris won the International 14 West Coast Championship at Clear Lake and is off to Europe for the 14 Worlds.

Pineapple Sails is proud to be Chris's sailmaker.

Like Chris, you can benefit from the latest technology, the finest materials, and our unfailing commitment to service. Pineapple sails will never compromise craftsmanship and boat speed for quick construction and mass production.

We'd like to be your personal sailmaker, too.



WILD THINGS RUN FREE\*

#### FALL DISCOUNT NOW IN EFFECT

DEALER FOR: Henri-Lloyd Foul Weather Gear • Headfoil 2

Sails in need of repair may be dropped off at:

Svendsen's in Alameda • West Marine Products in Oakland Boaters Supply in Redwood City



## SAILMAKERS (415) 444-4321

## Richards and van Heeckeren

SAILMAKERS AT 123 SECOND STREET, OAKLAND, CALIFORNIA 94607 (415) 444-4321

\*Powered by Pineapples

## SEE US AT THE SAN LEANDRO BOAT SHOW, SEPT. 14-18



#### SABRE YACHTS

The most advanced production yachts in the world. One look and you will understand.



#### **NORSEMAN 447**

The most successful 45' highperformance cruising yacht on San Francisco Bay. With six sold in San Francisco in the past two years. Just ask the man who owns one. \$174,000

#### **O'DAY 34**

The All-New Look and Quality of the O'Day makes this the most boat for the money afloat.

\$65,652

#### BROKERAGE LIST

25' ERICSON, '78, ob	\$15,500
*25' IRWIN, '71, ob	\$9,000
25' NORDIC FOLKBOAT, '6	0\$10,000
25' SAMOURI V-1, '70, ob	\$12,500
25' SEIDELMAN, '78, ob	\$18,950
25' TANZER 7.5, '77, ob	\$11,000
26' DAWSON ketch, dsl	\$17,500
26' COLUMBIA MKII.	
'72, s/g	\$12,500
26' COLUMBIA MKII, '69, o	
26' COLUMBIA MKII, '70, o	
*26' DAWSON, '77	\$18,500
26' EXCALIBUR, '66, ob	\$11,150
26' PEARSON ARIEL, '62	\$10,900
26' PEARSON OD, '78, ob	\$18,750
26' RANGER, '69, ob	\$13,000
26' RANGER, '70, ob	\$13,000
*26' S-2, '78, ib/g sd	\$17,000
27' ERICSON, '74, ic	\$24,500
27' ALBIN	\$21,500
27' CAL, '73, ob	\$17,500
2-27 CAL, '75, ig	\$27,500
27' CAL 2-27, '75, ig	\$27,500
27' CAL 2-27, '76, ig	\$26,450
27' CATALINA, '71, ob	\$15,850
27' CATALINA, '80, ig	\$25,000
*27' CHEOY LEE OS, '64, ds	\$26,000
27' CHEOY LEE OS, '72, ds	
27' ERICSON, '78, dsl	\$31,000
27' NEWPORT, '76, ig	\$18,500
27' NORSEA, '79, dsl	\$44,950
27' O'DAY, '77, ig	\$21,500

*27' SANTA CRUZ/trlr, '74, o	b\$20,000
27' SANTANA, '72, ob	\$15,500
27' C&C, '81, dsl	\$47,500
28' HAWKFARM, '79, dsl	\$37,000
28' HAWKFARM, '76, dsl	\$26,000
28' HAWKFARM, '76, dsl.	\$23,000
*28' ISLANDER, '81, dsl	\$41,950
*28' PEARSON TRITON,	
'60, <b>d</b> sl	\$19,500
28' PEARSON TRITON,	
'60, ig	\$19,850
*29' CAL, '74, ig	\$29,500
29' CAL, '74, ig	\$30,000
29' COL. 29 DEF. '66, ig	\$18,750
29' COL. 29 MKII, '66, ig	\$21,500
29' COMP. 1000, '73, dsl.	\$38,500
29' FARALLON, '76, dsl	\$40,000
29' HERRESHOFF, '64, ig	\$23,000
29' ISLANDER, '66, ig	\$18,000
30' TARTAN, '78, dsl	\$44,500
30' CATALINA, '78, ig	\$35,200
30' CUSTOM 3/4 TON,	
'76, dsl .	\$41,000
30' ERICSON, '68, ig	\$32,500
*30' ISLANDER MKII,	
'71, ib/g	\$28,000
30' ISLANDER, '76, ig	\$28,000
*30' PEARSON, '78, ig	\$34,950
30' S-2 C'Pit, '78, dsl	\$42,500
*31' CAL, '79, dsl	\$49,500
31' COL. 9 6, '77, dsl	\$41,995
31' CONTEST, '73, dsl	\$49,000

31 MARINER, 70, OSI	\$45,00
*31' PEARSON, '78, ig	\$45,00
32' CLIPPER MARINE, '76	\$19,900
32' ENDEAVOUR, '79, dsl.	\$55,00
32' ERICSON, '70, ib/g	\$37,500
32' ISLANDER, '76, ig	\$58,50
*32' MARIEHOLM, '74, dsl	\$44,500
*32' TARGA, '78, dsl	\$51,000
32' TRAVELLER, '77, dsl	\$69,900
32' SAIL SLOOP, '74, ob	\$45,000
*32' PEARSON VANGUARD	
ig	\$32,500
32' PEARSON VANGUARD,	'65.
dsl	\$34,50
33' MORGAN PH, '81, dsi	\$75,000
33' RANGER, '78, dsl	\$47,500
33' TARTAN 10, '79, dsl	\$25,000
33' WINDWARD, '47, ig	\$15,000
34' ATKINS Ketch, '63, dsl	\$19,500
34' HANS CHRISTIAN,	
'79, dsl	\$91,750
34' O'DAY, '81, dsl	\$68,900
*34' PETERSON, '80, dsl	\$65,950
35' COLVIN STL ktch	\$30,000
*35' CAL, '80, dsl	\$95,500
35' ERICSON, '79, dsl	\$65,000
35' MAGELLAN, '65, dsl	\$35,500
35' SANTANA, '79, dsl	\$79,500
*35' FUJI, '75, dsl	\$79,500
36' C&C, '80, dsl	\$81,500
36' COLUMBIA (CSTM), '69	
36' COLUMBIA, '73, ig	\$49,500

36' S-2/AFT C'PIT, '79, dsl	\$73,500
36' S-2 11.0A, '79, dsl	\$71,000
37' FISHER, '78, dsf	\$125,000
*38' C&C, '79	\$92,500
38' ERICSON, '80, dsl	\$97,800
*39' CAL, '71, dsl	\$76,500
*39' CAL, '80, dsl	\$92,500
40' VALIANT, ctr, '77	\$129,500
40' C&C, '79, dsl	\$129,500
40' C&C CSTM, '79, dsl	\$105,000
40' LADY HELMSMAN,	
'79, dsl	\$68,500
*40' MARINER, '68, dsl	\$90,000
41' CHEOY LEE OS, '78, d	
41' MORGAN OI, '78, dsl	\$120,000
42' SPENSER, '66, dsl	\$79,000
42' GOLDEN WAVE, '81, ds	
43' WESTSAIL, '76, dsl	\$145,000
*44' CONCEPT, '81, dsl	\$100,000
44' PETERSON, '75,	
dsi, mod/ful	\$117,500
45' CUSTOM kch, '74, dsl	\$135,000
46' MORGAN, '79, dsl	\$179,000
46' SUTTON, '56, dsl	\$90,000
46' HERRESHOFF,	
'74, <b>d</b> sl	\$132,000
47' OLYMPIC OS, '74, dsl	
50' GULFSTAR, '77, ds1	\$150,000
58' CUSTOM Ketch,	
'75, dsl	\$270,000
*BOATS AT ALAMEDA N	MARINA



We guarantee a berth with every new and used boat we self

Mason 43, Nerseman 447, Cal Boats 25, 31, 35 & 39, The Globe 38, Sabre Yachts 28, 30, 34 & 38, Ferr 34, 1020 O'Day 28, 30, 34, 39, Sceptre 41, Tollycraft 26, to 61,

### GORMAN & THOMSON, IN

1917 Clement St., Alameda (by Svendsen's Boat Yard) (415) 865-3662

Bill Gorman, Chuck Thomson, Jack Meagher, Torn Hieronymus and John Poulson

## THE FARR 10

First United States Showing, San Leandro Boat Show, September 14-18

Meet the Builders, Kim McDell & Peter Gribble BRUCE FARR Design, NEW ZEALAND Quality

#### 34' ULTRA HIGH PERFORMANCE CRUISER/RACER





ch grid pan is bonded to hull



All high stress areas (such as thes





Oversized

- Winner "BOAT OF THE YEAR" Award at Auckland and Sidney Shows.
- Built to tight tollerance for One-Design class racina.
- Spacious teak cruising interior with New Zealand wool cushions, and accomodations for six.
- Stiff, responsive and easily handled by one or more as a family cruiser/racer.
- State-of-the-art "instant" hot water heater with pressure water and shower.
- Compressor driven refrigerator and freezer.
- Lewmar hatches.
- Six gallon holding tank and overboard discharge head system complete with macerater pump.
- Full spinnaker gear.
- Hood Gran Prix sails.

#1 jib mylar

#2 jib mylar

#3 jib mylar

tri-radial spinnaker

main with three reefs and sail cover

- Rod forestay with twin stay.
- LPG stove with oven.
- Back stay adjuster.
- Boom vang.
- Double lifelines with gates.
- Lewmar winches.
- All halyards and reefing led aft to cockpit.
- Volvo diesel engine
- Hull and deck construction is hand-laid up in a humidity and temperature controlled room using the latest in mat, woven roving cormat and alternating 90° opposed layers of uni-directional roving. When intigrated with the high tech grid pan the result is the lightest, strongest product hull available in a 34' yacht.

One-Design Class Now Forming, The First 6 **Boats Equipped As Above Will Be Offered For** \$74.800



We guarantee a benth with every new and used boat we sell.

Authorized Dealers for: Mason 43, Norseman 447, Cal Boats 25, 31, 35 & 38, The Globe 38, Sabre Yachts 28, 30, 34 & 38, Farr 34' 1020 O'Day 28, 30, 34, 39, Sceptre 41, Tollycraft 25' to 61

## CORMAN & THOMSON,

1917 Clement St., Alameda (by Svendsen's Boat Yard) (415) 865-3662

Bill Gorman, Chuck Thomson, Jack Meagher, Tom Hieronymus and John Poulson

## PASSPORT 51

In this world of mass production, standardization, and mediocrity there remains one line of yachts which offers you freedom of expression and superior quality at reasonable prices.

If you have yet to find a yacht that conforms to your desire for quality and performance, the time has come for you to experience the PASSPORT.

We build in the quality and performance. You choose the rig, deck plan, and interior accommodations that satisfy your indidual requirements.

PASSPORT offers you choice, not compromise.

7.86		
,		
	L.O.A.	51' 1"
/2.25 \	L.W.L.	43′ 3″
	Beam	14′ 5″
	Draft	7′ 2″ .
	Sail Area	1103 sq. ft. (Cutter)
		1200 sq. ft. (Ketch)
	Ballest	13,000 lbs.
	Displacement	38,000 lbs.
	Water	230 gal.
	Fuel	190 gal.
	<b>S</b>	

Designed by: STAN HUNTINGFORD

#### Fast Paced Elegance

The PASSPORT 51 is a thoroughly modern blend of traditional elegance, quality construction, and superb sailing characteristics. Each PASSPORT 51 is individually crafted to the highest standards utilizing only the best materials and equipment. The PASSPORT 51 is offered as a cutter or ketch. She is available with an aft cockpit or a center cockpit design which includes a small private cockpit off the owners palatial aft cabin.

Dream a little; Live a lot.

#### See The PASSPORTS At The BAY AREA BOAT SHOW Sept. 14–18



**PASSPORT 40** 





**PASSPORT 42** 

CONTEMPORARY PERFORMANCE CRUISING YACHTS
PASSPORT · 40 · 42 · 42 Pilothouse · 47 Aft or Center Cockpit · 51 Aft or Center Cockpit



Your Performance Cruising Center 1220 Brickyard Cove Road, Pt. Richmond, Cal. 94801 415-236-2633

### CONTENTS

15	subscription
21	calendar
29	letters
85	loose lips
94	sightings
114	charley's big drop
116	ice milk run
120	admiral's cup
127	light speed
130	sharks bait
136	santana 35 nationals
139	max ebb
143	pursuit of beauty
148	olson 30 nationals
150	equatorial challenger
152	up the river
158	sutter cuts it
162	505's na's
164	big boat preview
166	interview: margit
176	ham prime
178	the racing sheet
184	changes in latitudes
195	classy classifieds
208	advertiser's index
208	brokerage

**COVER PHOTO: EDGAR BOLANOS** An overcanvased Aussie 18 racing on the Bay Graphic Design: K.G. Bengtsson Copyright 1983 Latitude 38 Publishing Co., Inc.

#### **Featured Experienced Yachts**



HAWKFARM 28 1978—Exciting one design and excellent choice for singlehanded and MORA racing. Equipment includes VHF, knotmeter, depth, windspeed, windpoint, trim indicator, 5 spin-nakers, 2 mains, 4 headsails, LPU paint and new race bottom. Diesel recently rebuilt. The Hawkfarm is a soundly built, fun raceboat that offers exceptional room and comfort below decks.

\$26,500 reduced



**CATALINA 27 1974**—Excellent choice for new sailors. This 27 is in **superb** condition. Recently hauled and surveyed. Inboard diesel, VHF, knot, depth, main, working jib, 170%, whisker pole, and much more.

Trade in—\$18,750/offers

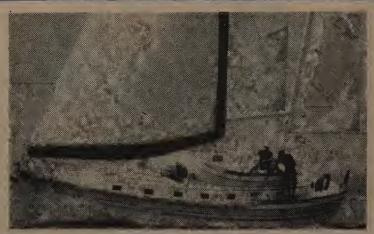
24' ISLANDER BAHAMA, 1968, Excel Starter\$ 6,000
25' SANTANA 525, 1978, Race Equipped
25' O'DAY, 1978, Family Sailer
26' CLIPPER, 19738,500
27' SANTANA, 1972
27' C&C, 1981Offers
27' O'DAY, 1976
27' ROYAL VIKING SLOOP, 1963, Wood Beauty15,000
28' CAL, 1967
28' ISLANDER, 1977, Race equipped34,000
28' HAWKFARM, 1978, Reduced
29' CAL 2-29, 1975, Diesel, Wheel, Rl. Furling
30' CONTEST, 1970
30' NEWPORT MKIL 1977. Club Jib & Race Ready
30' SANTANA, 1976, Diesel, New Paint, Loran
30' CATALINA, 1979, Wheel, Rl. Furling, Dodger36,000
30' ISLANDER MKII, 1971, Spin. Gear, Dodger
31' MARINER, 1970, Full Keel Ketch
31' SEA EAGLE, 1979,
31' CAL 31, 1979, Sharp with Good Gear
32' VANGUARD, 1965, Proven Cruiser
32' NANTUCKET CLIPPER, 1971, English Yard
32' ISLANDER, 1977, Custom Features
33' CHEOY LEE CLIPPER KETCH, 1979, Loaded
33' TARTEN 10, 1979
34' TRADE-WINDS SLOOP, 1970
35' FANTA SIA, 1979, Cruise Ready
35' ALBERG, 1965,SOLD 34,000
35' SANTANA 35, 1979, 1/2 Interest Available
35' C&C 35 MKII, 1974, Race Ready, Loran C
36' C&C, 1979, Fully Found
36' PEARSON, 1973, Ocean Ready, Life Raft
37' HERSHINE TRAWLER, 1978,SOLD 64,500
37' RAFIK1, 1980, Loran C, Sat Nav92,000
37' GULFSTAR 37, 1978, Cruise Equipped Tan Bark Sails85,000
37' ENDEAVOUR, 1982
39' CAL, 1971, Ocean Cruiser-Wind Vane70,000/Offers
39' "LOKI" YAWL, 1953, Total Recondition
40' C&C, 1979, Perfect Condition
40' C&C 40, 1979, Custom Signet 4000, 10 Sails
40' KETTENBERG, 1961, Wood, South Pacific Veteran45,000
40' CAL, 1966, Very Well-kept72,000
41' OVERSEAS 41, 1975, Ketch Cruise Ready
42' PA SSPORT 42, 1980, Perfect Condition127,000
43' ENDEAVOUR, 1979, Center Cockpit Ketch149,000
43' PORTOBELLO KETCH, 196499,000
44' PETERSON 44, 1974
45' CSTM NEW ZEALAND KETCH, 1974135,000
50' GULFSTAR CNTR COCKPIT KETCH, 1977159,000
ED MILANO, BROKER

PASSAGE YACHTS (415) 236-2633

## PASSAGE YACHTS

#### FEATURED BROKERAGE

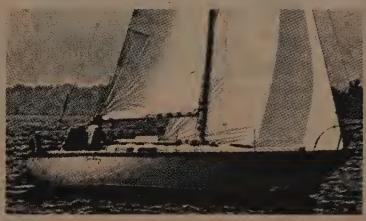
FEATORED 3...
From Your Performance Cruising Center



43' ENDEAVOR 1979—A roller furling main, roller furling genoa and mizzen simplify sail handling aboard this Americanbuilt cruiser. She has sailed the East Coast and Gulf. Enjoy spacious liveaboard accommodations with 6'6" headroom and three cabins. Equipped with a stand-up refrigerator-freezer, combi, auto pilot, five sails and life raft.



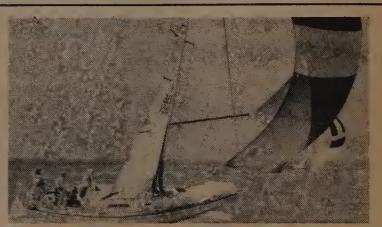
**42' Passport 1981**—An elegant, performance cruising cutter designed by Stan Huntingford. Professionally maintained and equipped with only the best. Included are five sails, deluxe dodger, battery charger, Dickenson diesel cabin heater, Barient self tailing winches, Perkins engine and more. Ideal liveaboard-cruiser. A very stiff, fast sailing yacht. Excellent Value. **\$127,000** stiff, fast sailing yacht. Excellent Value.



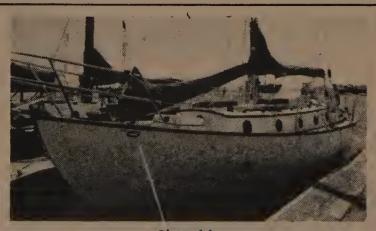
Sistership

35' C & C MK II-A blue hulled beauty. Excellent bay racer Now located Morro Bay, with full electronics and a complete sail inventory. New Loran "C" and VHF. Very well maintained, exceptional sailer and still a winner. Ready to cruise or get into competition. (PHRF 120)

\$67,500



**36' Pearson**—A Bill Shaw design with fin keel and skeg rudder. Full offshore equipment with 8 man life raft and ocean survival kit. 13 sail inventory with all sails inspected, restitched and recut where needed. All Barient winches with #30 as primaries, #26 as secondaries. VHF, Windspeed, Windpoint, Knotmeter, RDF, MOP and equipment, Anchors & safety gear. In very good condition with all necessary gear to go for it. \$61,000



Sistership

**37' Rafiki 1980**—A well found, seakindly, blue water cruising cutter constructed with an Airex core hull. Aluminum spars, Sails by DeWitt and Pineapple. Fully equipped with Trimble Loran, Magnavos Sat Nav & full instrumentation. In superb condition. Call for



**39' CAL**—A classic specially set up for single handling cruising. Features auto helm A/P, wind vane, dual famet roller furling, and vertical stowed whisker poles. Rebuilt diesel. Replaced mast, all rigging, and lifelines. New sails 1980. Amenities include hot pressure water and refrigeration. \$70,000/Offer

1220 BRICKYARD COVE ROAD, POINT RICHMOND, CALIFORNIA 94801

(415) 236-2633

## PASSAGE YACHTS

#### FEATURED BROKERAGE

From Your Performance Cruising Center



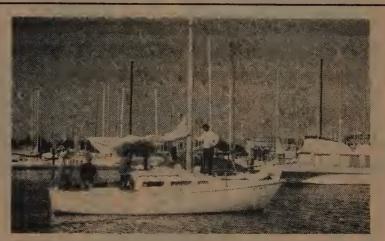
**Santana 525 1978**—Light weight, fractional rigged 25' sloop. She has an open, uncluttered, comfortable deck layout. Active one design. Equipped with all spinnaker gear  $\mathcal{E}$  sail, head foil, digital knotmeter, compass, 1981 Evinrude 4.5 hp out board, Main with flattener and two reef points, 150% 3 oz and 110% 6 oz. \$16,500



**30' Catalina 1979**—An excellent example of a popular one design family racer/cruiser. Very low usage and outfitted for short handed sailing with roller furling headsail and lines led aft. Equipped with a dodger, wheel steering, Lewmar winches, Danforth anchor, and much more. Call for full inventory. \$36,000



**31' Mariner 1970**—Excellent example of Far East craftsmanship. Full keel, ketch rig. Equipped with Bendix autopilot, Perkins diesel, pressure water, Avon inflatable, knotmeter, windpoint, windspeed, recording depth, VHF, RDF, 2 mains, 170% roller furling, genoa, 100% jib, spinnaker, mizzen staysail, mizzen, generator, refrigerator & more. \$45,000

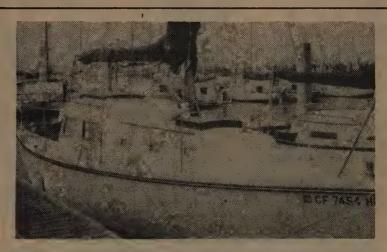


**27' Santana**—A very clean family owned 27 footer that has cruised the bay & delta for the past 8 years. Equipped with a club-footed jib and 150% genoa, VHF, 110 volt shorepower, anchors, safety gear and delta awning she is ready to give a family instant joy. Come sail her for yourself. \$15,500



Sistership

**30' Newport MK II**—A Mull designed winner which has become a topnotch racing and social fleet. Stiff and fast, this boat offers a club jib for cruising plus complete racing gear & sail inventory. Well maintained. Folding prop, new CNG stove, new internal halyards. Enjoy the best of competition or cruise single handed with ease. \$37,500



**30' Contest**—Built in Holland to a traditional interior design with African Mahogany varnished interior. Her underbody is a modified full keel and skeg rudder. Roller furling, accommodations for 6, chart table and quarter berth make her an attractive vessel. Quality construction throughout make her an excellent sailer and off-shore vessel. **\$24,500** 

1220 BRICKYARD COVE ROAD, POINT RICHMOND, CALIFORNIA 94801

(415) 236-2633



### SEPTEMBER SPECIAL

1 Year Warranty (parts & labor)



MODEL BU25K KNOTMETER. The basic instrument on all yachts for navigation sail trim & efficiency. This highly accurate knotmeter requires no power—only 2 wires from the turbo transmitter for hookup. Once installed, it operates year after year requiring no maintenance. The turbo transmitter can be removed while afloat for cleaning if necessary.

## AL'S MARINE STORE

PETE'S HARBOR, REDWOOD CITY

Foot of Whipple Avenue



364-0288

Open 8-6 M-F / 8-5 Sat.-Sun.



### THE SECRET IS OUT!



Northern California's Best Boat Upholstery And Canvas Makers

#### Also Construct

Residential & Commercial

Awnings

To Meet All Your Canvas Needs

Free Estimates — 332-3339
Family Owned & Operated Since 1969
210 Harbor Drive • Sausalito

### SELLING OR CHANGING BOATS?



The Stanford University Sailing Program is seeking power and sail boats (over 20-feet) for its instructional, recreational and competitive programs.

The DONATION or bargain sale of your boat is fully TAX DEDUCTIBLE and can provide immediate cash for you. While some boats can be used by our 1,000 eager sailors, others will be sold to build our planned year-round open-water sailing facility.

All donations will be handled in a timely and efficient fashion. You will be surprised how attractive donating your boat to Stanford can be.

For More Information Please Contact:
Joe Petrucci — Director of Sailing
(415) 497-9494

Marine Development Office Roble Gymnasium, Stanford University Stanford, California 94305



## **Horizon Dominance Continues**

Sails from Horizon San Francisco win against the toughest competition on the Bay or around the world.

Horizon sails helped power the 1st, 2nd. and 3rd place boats in the Santana 35 National Championships. 21 of the best local boats raced in this very competitive series. Scarlett O'Hara continues to win in major

Whether you want to conquer the world or win your local fleet race, come talk to us. Horizon Sails San Francisco Wins!

World class sails built at vour local loft.



2220 Livingston Street, Oakland, CA 94606 415/261-6556

TLX 704-348 (Calif. only) 800/824-2992

## Boaters Supply SEPTEMBER SALE

## chuck roast



Versatile PolarFleece® Bunting is 100% polyester for maximum insulation & water resistance. It's soft, warm & dries while wearing. Jacket & vest have H-D 2-way zipper, high collar & hugh pockets. Pants have elasticized waist & zippers on leg cuffs

List: \$58.00 SALE \$43.50 Vest or Pants: List: \$37.50 SALE \$29.95

#### **ALCOHOL** STOVE FUEL

Highest Quality Denatured Alcohol Gallons — List: 8.49 Sale \$5.39 Sale \$1.79 Quarts - List: 2.75

#### MARINER STOVES

Absolutely the finest gimbal galley ranges available! Features: all polished s/s const; top grid will accept a large size or variety of pots & removes easily for cleaning; see-thru oven door w/positive springloaded latch (will not drop open or snap shut); includes oven trays & pot holders. Propane models\* have automatic piezo ignition & thermostatic oven control w/fail-safe valve. Kerosene model is completely self-contained including built-in oven thermometer & fuel tank with pump & pressure guage

Model	Fuel	List	Sale
2 burner	propane	\$1395	\$1195
3 burner	propane	1650	\$1395
3 burner	kerosene	1795	\$1495

\*fuel system(s) & 4 burner model also avail.

## BOOM VANG



Self-cleating tackle systems are complete w/yacht braid & can be used for any other fixed or moveable applications such as mainsheets, preventers, backstay adjusters, etc. Series 5 blocks have a safe working load of 1750 lbs, 3:1 purchase and 30' of line. Series 7 blocks have a safe working load of 2250 lbs., 4:1 purchase and 40' of line.

Only \$59.98 Size 5 w/swivel shackle Only \$87.98 Size 5 w/snap shackle Only \$94.98 Size 7 w/swivel shackle Only \$128.98 Size 7 w/snap shackle

#### MINI HAND-BEARING COMPASS



The original "hockey puck"-style with molded neoprene collar & integral lanyard. Take bearings day or night teries - uses tritium gas lighting system. Direct reading simple to use - eliminates parallax error. Includes PVC Storage Case

**SALE \$75.95** 

#### SEAWAY MAN OVERBOARD POLES

Top quality const. Approved for all offshore races. Mdl B-900, 111/2'. List: 82,50 Sale \$65.50 Mdl B-899, 15'. List: 105.50 Sale \$85.50

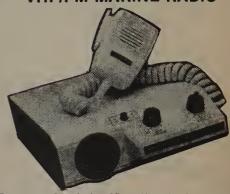
#### MCC WIRE ROPE CUTTERS

Notched jaw holds cable for minimum distortion easily cuts stainless steel 1x19 rigging wire\* in diameter shown.

Model Size Wire 24" \$49.50 WC-023 1/4" 30" 5/16" \$69.50 WC-024 WC-025 36" 3/8"

Horizon Radios & Instruments Are Always On Sale At BOATERS SUPPLY! This Month We Are Featuring The

#### HORIZON LTD **VHF/FM MARINE RADIO**



Features: 24 chnls; 25 watt output; compact size; horiz.; vert., or overhead mounting. The most VHF radio for the money!

> List: \$349.00 Sale: \$219.00

Saliboat Radio Package w/3 Db Antenna Sale: \$245.00 List: \$380.00

Powerboat Radio Package w/6 Db Antenna

Sale: \$259.00 List: \$408.00



Completely auto. — senses, maintains & isolates 2 - 12v banks of batteries without overcharging. ★Silent, maintenance-free solid state circuitry. ★ No dockline electrolysis. ★ Very compact — unique extruded & anodized alum. case. ★DC ammeter & indicator light. List: \$189.00

Sale \$149.00

## Boaters Supply SEPTEMBE

635 BAIR ISLAND ROAD **REDWOOD CITY** CA 94063





#### **OPEN SEVEN DAYS!**

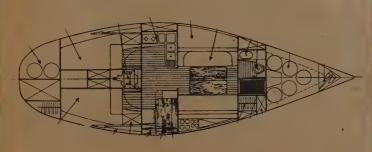
MON, TUES, WED & FRI: 9-6: THURSDAY: 9-8; SAT: 9-5; SUN: 10-4 CLOSED LABOR DAY SEPTEMBER 5th



## THE TRADITIONAL STRENGTH OF BENETEAU CONSTRUCTION AND A WINNING WORLD CLASS RACING HERITAGE PACKAGED IN PURE ELEGANCE

With over 100 years of boatbuilding experience, and over 20 years of fiberglass construction experience, Beneteau has emerged as a leader in quality, fiberglass yacht construction. Beneteau's unique know how and dedication to perfection has earned them a reputation for legendary strength and value in the tough world marketplace.

#### FIRST 35



#### Designed by Jean Berret

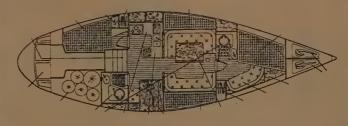
#### **PHRF 120**

Beneteau developed this highly competitive speedster and comfortable cruiser directly from the winning three-quarter tonner, Oesopage Boogie. The satin varnished teak interior with two private double staterooms, functional sea galley, and plush main saloon, offers extraordinary accommodations and comfort in a 35 foot yacht.



#### FIRST 42





#### Designed by German Frers

**PHRF 78** 

A magnificent Grand-Prix racer developed by German Frers directly from his 1980 World Two Ton Cup winner Gitan IV. While equipped as a true offshore Class I racer, the First 42 offers a standard of comfort and finish below decks worthy of an elegant world cruiser.

BENETEAU FIRST SERIES 28, 30, 32, 35, 38, 42 & 456



## PASSAGE YACHTS

Your Performance Cruising Center
1220 Brickyard Cove Rd. Pt. Richmond, CA 94801 (415) 236-2633

0age 13

(415) 654-7272



## Lampe & Martin Yachts, Ltd.

3310 POWELL STREET, EMERYVILLE MARINA, EMERYVILLE, CA 94608

Powell Street Exit Off Highway 80 Between Berkeley & Bay Bridge

## SUMMER SALE — TOTAL DISCOUNT

### SAVE \$36,000 ON FAST PASSAGE 39' CUTTER

American Made Lewmar Winches North Sails Combi Data Center Perkins 4-108 Diesel Private Stateroom Top Quality!

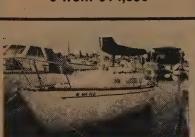


Designed for the Performance-Minded Cruising Sailor — Francis Stokes Just Completed the B.O.C. Sponsored Singlehanded Around the World Race in a STOCK F.P. 39', 2nd in His Class!!

#### DEMO PRICED \$130,000 - EQUIPPED



**PEARSON 26** 3 from \$14,500



**RANGER 29** \$31,500



SWIFT 40 KETCH designed by Sparkman & Stephens. We Challenge The Fleet! Compare our quality (each hull is certified by Lloyd's Registry). Standard Equipment & Price!

**DEALERS FOR:** 



38' ELVSTROM-CORONET M.S. \$125,000



HALBERG RASSEY \$67,500



**COLUMBIA 43** \$78,500



VALIANT 40 \$129,000



\$59,500



\$27,000

**ALOHA** 

**FAST PASSAGE 39** 

### SUBSCRIPTIONS

	Enclosed is \$15.00 for one year Third Class Postage (Delivery time: 2 days to 2 weeks)
	Enclosed is \$35.00 for one year  First Class Postage (Delivery time: 2 to 3 days
	We have a distribution point in the Northern California area which will distribute 25 or more free copies of Latitude 38. Enclosed is our name and street address. (These copies are sent via UPS at no cost to the distributor.)
	We have a distribution point outside the Northern California area, and are willing to pay the UPS shipping charges of:  \$6.00 for 25 copies  \$9.00 for 50 copies  (Such distributors are authorized to charge a fee of \$.25 for each copy to pay for shipping.)  We regret that we cannot accept foreign subscriptions.
NAM	ΛE
ADD	DRESS
CITY	
STA	TE
ZIP	

## Latitude 38

"we go where the wind blows"

Editor & Publisher	Kathleen McCarthy Shimon van Collie
Production Manager  Typesetting  General Manager	Terri L. Wilder Ellen F. Thomas

BOX 1678, SAUSALITO, CA 94966 (415) 383-8200



## O'NEILL YACHTS

## **Express 27**

## Olson 30

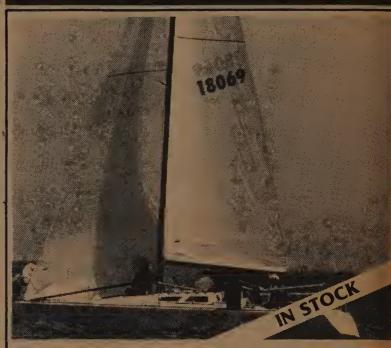
#### An Uncommon Yacht.





express . . . The fastest means possible, to the weather mark or that favorite cove. A new and well reasoned approach to high performance.

#### The Finest in Class Racing

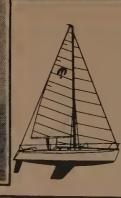




The Olson 30 is easily trailered and can be launched with a yach club hoist. It has a mas head rig, low wetted sur face area and high ballas to displacement ratio.

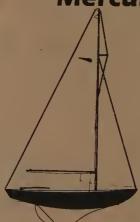
## Moore 24

#### Undoubtedly A Classic.



The Moore 24 is a study in polished functional simplicity. She appeals to the racer or the cruiser. The hull's v-shape provides a comfortable, high-performance ride, the rig is expertly set-up and made from the best products on the market.

## O'Neill Yachts is now offering the Mercury Class Sloop



Introductory Price: \$7495.00 + tax and license

#### Includes:

- Fiberglass construction
- Black anodized spars
- Larsen Sails
- All Harken Blocks and Traveler
- Trailer

## O'NEILL YACHTS SANTA CRUZ

... with 20 years

## Where it's happening fast!

## Olson 40

## Hobie 33

#### Speed-Simplicity-Affordability





Olson 40 available for Charter beginning in September

#### It's Trailerable.





The Hobie 33. With clean, elegant lines for style and speed, the innate economy of trailerability and a comfortable interior that sleeps six, the Hobie 33 stands in a class of her own.

#### Selected Brokerage:

Santana 20, 1979, \$8,000 Wilderness 21, 2 from \$10,600 Santana 22, \$6,600

Ranger 23, 1976, Tandem Trailer, \$14,500

Moore 24, 2 from \$17,500 Pearson 424, 1980, \$149,950

Catalina 25, 1981. Fixed Keel, \$16,500 Folkboat (Nordic) 25, 1962, \$7,500

Cal 25, 1979, Diesel, \$24,950

Shock 25, 1963, \$7,000 Santana 525, 1980, \$16,500

Pearson Ariel 26, 1963, \$10,000

Cal 27, 1971, Pop-Top \$16,500

Santa Cruz 27, Trailer, 2 from \$21,950

Un-30, 1980, \$28,000

Erickson 30, 1968, \$32,500

Ranger 30, 1978, very clean, \$39,000

Cal 2-30, Diesel, \$29,000

"Skidoo" Burns 30 Custom, 1982, Custom Ultra-light, \$42,000

Oison 30, 3 from \$29,000 Custom 30, ULDB, \$22,500

Catalina 30, 1977, Diesel, \$33,000 Windjammer Cutter 30, 1978, \$28,500

islander 30, 1976, \$29,500

Wylle 33, 1979, cold molded, \$75,000

**32' Custom "Third Reef",** 1978, Ultra-fast, \$33,500 **Coronado 35,** loaded, \$49,950

Erickson 35, 1974, New Engine, \$46,600

**Swan 37,** 1972, By Nautor, \$109,000

Faraione Clipper, 1957 Finest example. \$65,000

Crocker 39, 1964; \$79,000

Santa Cruz 50, 1981, \$200,000

10 meter sloop "Saily", \$200.000

Monk 47, Trawier, loaded \$95,000

38' Trimaran Brown Ketch, \$59,000 professionally built

### of dedicated experience.

#### 2222 E. Cliff Drive Santa Cruz, CA 95062 (408) 476-5200

## Learn More In San Francisco



#### J WORLD PHILOSOPHY

The appeal of sailing is that it's an on-going learning process. Whether you are 17 or 70, a daysailor, racer, cruiser, crew, aspiring local or national champion, there's always more you can learn. At J World, we believe the key to learning is on-the-water training with highly skilled instruction. That's why we offer you Racing, Sailing and Intro-Sailing 5-day programs at the top sailing sites in the USA. Each J World location is renowned for its excellent sailing conditions (10-25 knot sea breezes), warm climate, open ocean access, and lively night life. This season you'll find us in:

#### San Francisco

Sept. 25 - Nov. 4, 1983

At J World, you spend 5-6 hours per day sailing, 1-2 hours in the classroom, and then you are free in the evenings to explore the town. All J World instructors are world caliber... each having racing credentials at national and world levels, in addition to 7-8 years experience running yacht club and public sailing

Come and enjoy a week of sailing in our new fleet of J/24s. We'll teach you more at J World than you might otherwise learn in several years.

#### RACING PROGRAM

Extensive short course racing

Tactical application of the racing rules

Sail trim and tuning of the fractional rig for optimum.

Starting, racing strategy & tacticsJ World Racing Notebook

#### SAILING PROGRAM

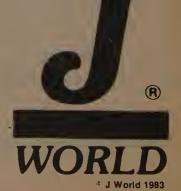
- Helming for speed & boathandling in various wind & sea conditions
- Sail trim & handling of genoa & spinnaker
- Coastal navigation, seamanship, safety & heavy weather sailing

Introduction to Racing

For free brochure:

(800) 343-2255

J World Inc. Box 1500 Newport, RI 02840 (401) 849-5492



Sani-Fem® is available at:

Downtown Marine
651 Howard Street
San Francisco, CA 94105
(415) 543-7818

Anchorage Marine 295 Harbor Drive Sausalito, CA 94965 (415) 332-2320

or ask your local dealer



Smallcraft restrooms are a problem. Most boats don't have a head. The ones aboard the others are cramped and uncomfortable at best, and dark and dangerous at worst. Discomfort, contortions and concussions shouldn't be a part of sailing. THERE IS A BETTER WAY — - - Sani-fem®!

Sani-fem® is the remarkable new way for women to answer when nature calls. No peeling gear, or banging your head doing gymnastics — Sani-fem® LETS WOMEN SEEK RELIEF WHILE STANDING! - EVEN AT THE LEE RAIL! NO UNDRESSING. JUST UNZIP! WOMEN USERS LOVE IT!

Sani-fem® provides the lightest (1oz.), most efficient sanitation available on the water. Nothing to empty or replace. Complete with case and instructions. Environmentally sound. IT EVEN FLOATSI

Risk free! Immediate money-back guarantee! All orders sent first class. IT'S YOUR MOVE NOW!

SANI-FEM • 7415 STEWART & GRAY • DOWNEY, CA 90241 • ATTN: MS. LINDA LEE SAVE TWO DOLLARS BY ORDERING TWO FOR \$17.981 PLEASE SENDSani-fem®'s NAME
ADDRESS
CITY, STATE, ZIP

The Sani-fem®Feminine Urinary Director is patented in the USA & Foreign Countries. Dealer inquiries invited. 

§ 1983 SANI-FEM CORP.



## DRIVER This Lapworth 62 has just arrived at our docks. She is massively constructed and superbly equipped. A very 3409 **CHECKMATE** This immaculately kept Peterson 50 boasts 3rd **CAVALIER 77** Clipper Cup and 2nd Big Boat Series. P.O.A. showers. Complete electronics. 1.1 million. **DUFOUR 31†** A fine European built cruising boat. She is immaculate and cruise equipped. OFFERS. BLIZZARD This Farr 44' cruiser/racer is almost new. An exquisite interior and capable of winning races \$182,560. KIWI RACING **†INDICATES BOATS AVAILABLE**

knowledgable owner has kept her in bristol condition. We know you will be impressed. SELECTED

## BROKERAGE

24' FARR†, ROCKET, \$13,950 33' DUBOIS, 3/4 TONNER, \$19,500 36' FARR, BARGAIN, \$69,000 37' FARR (2), 1ST '83 SORC, \$139,000

40' SOVEREL†, (EX-LOCURA), \$135,000 42' SOVEREL, 1ST '83 SORC, P.O.A. 43' FRERS, HI-TECH, P.O.A. 43' PETERSON, IMMACULATE, \$169,000 45' MULL†, GREAT POTENTIAL, OFFERS

50' DAVIDSON, (2), from \$220,000 50' DAVIDSON, WHITBREAD RACER, \$250,000 52' FARR†, "ZAMAZAAN", \$255,000 76' FRERS, 1ST IN WHITBREAD, P.O.A.

38' FARR 38, FAST, \$79,500 40' DAVIDSON 40, BEAUTIFUL, \$129,000 41' S&S, EXCELLENT CONDITION, \$117,000 43' SWAN, A GREAT BUY, \$99,500 55' FARR, SUPERB, \$230,000

#### CRUISING

26' PEARSON ARIELT, \$11,900 27' NOR'SEA, 2 from \$32,000 28' BCC, 4 from \$50,000

30' FISHERT, \$61,000 30' CRUISING SLOOP†, \$26,500 31' MARINER†, \$45,000 32' TRAVELLER, OFFERS 32' WESTSAIL†, 3 from \$55,000

33' CUSTOM PETERSON, \$54,900 33' RANGER†, \$47,500 34' TRUE NORTH, \$63,000 35' ROBB, \$52,900 35' FUJI†, OFFERS

36' GILMER†, \$109,900 37' ALDEN CUTTER†, \$38,000 37' FISHER MKII, \$125,000 40' TRINTELLA, \$150,000 40' KETTENBERG, \$45,000

42' CUSTOM STEEL KETCH, \$94,000 42' WESTSAIL, OFFERS 43' HANS CHRISTIANT, 2 from \$135,000 45' 30 SQ. METER, \$13,900

50' RHODES 'XANADU'T, \$175,000

51' SKYE, \$170,000 53' SPENCER1, \$220,000 54' CUSTOM, 'RAGE', \$175,000 55' NICHOLSON 55, \$150,000 58' SPAULDINGT, OFFERS

58' ABEKING & RASMUSSENT, OFFERS 64' S&S, 'OLINKA', \$295,000 68' CAMPER & NICHOLSON, \$109,900 85' DUTCH BARGE†, INQUIRE

San Francisco Cruising Center, Inc.

(415) 332-3375

FOR SHOWING AT OUR OFFICE

OPEN 7 DAYS A WEEK • CONVENIENT PARKING

108 CALEDONIA ST., SAUSALITO, CA 94965

#### CALENDAR

Non-Racing

September 6 - U.S. Coast Guard Auxiliary starts a series of free boating classes around the Bay Area including Berkeley (415) 526-1895 or 525-4287, and Alameda 530-4457 or 524-6111. Also on September 8 at Redwood City, 368-7141, September 20 at Mountain View, (408) 733-3775, September 20 at Saratoga, (408) 286-0101, and October 4 at San Jose, (408) 264-0223.

September 7 - Sign-up deadline for Lake Merritt's Adapted Basic Sailing class. Call Glo Webbel at (415) 465-1287 or 444-3807.

September 9-11 - 7th Annual Wooden Boat Festival in Port Townsend, Washington. A blend of classic and state of the art wooden boats. Contact Kathleen Roush, 633 Water St., Port Townsend, WA 98368 or call (206) 385-3628.

September 10 - Newport 28 fleet cruise to Loch Lomond. Other overnighters on October 15 and November 5. Call to confirm, (415) 622-6283 (w) or (415) 454-7568 (h).

September 10-11 - Lake Tahoe Windjammers YC cruise to Bliss State Park. Indian Summer among the pines. Jerry Lucas, (916) 544-3190 or WYC, (916) 542-1550.

September 12 - Sailing and seamanship classes in Vallejo, sponsored by the Coast Guard Auxiliary. (707) 644-9197.

September 14-18 - The Bay Area Boat Show at the San Leandro Marina. A look at what's new. (415) 436-4664.

September 16-18 - Newport Beach's Wooden Boat Show at the Lido Marina Village. Also a Brokerage Sailboat Show from September 29-October 2. A So. Cal. look at what's new and used. Lee Gjolme, (714) 673-9360.

September 17 - Culinary arts class from the galley taught by Victoria Vincent aboard a 70-ft schooner at San Francisco's Pier 33. (415) 752-7841 (a.m.)

September 17 - Vallejo YC hosts the "Atkins Annual" for all boats designed by Atkins. Call Ernie at (415) 935-6437 or Lynne at (707) 557-0578

September 17-18 - Overnight camping trip to Tomales Bay with the Dinghy Cruising Association. Small boats in far away places. Doug Knapp, (415) 552-4500.

September 29 - Latitude 38's Cruising Kick-Off party. A casual, non-structured affair for all folks heading south this winter to go cruising. There will be some munchies and the bar will be open. Sausalito Cruising Club, foot of Napa St., Sausalito, 6-10 p.m.

October 1-2 - Vallejo is the place to be with a Wine and Cheese Expo featuring Napa County's finest and a Whaleboat Regatta. Who could ask for more? Vallejo Tourist and Conference Bureau, 2 Florida St., Vallejo 94590.

October 2 - Used-in-the-Water Boat Show in San Rafael. (415) 454-7595.

October 5-9 - The first ever Stockton Boat Show. Dawdle in the Delta in old Tuleburg, as Stockton was once known. Olive Davis, (209) 466-7066.

Racing

August 27-September 3 - International Knarr Championships for American, Norwegian and Danish. A "Ya, sure" regatta. Saloma Fisher, (415) 435-4653.

August 28-31 - Mercury Class National Championships at St. Francis YC. Al Downey, (415) 428-2401 days.

September 2 - Windjammers Race. (415) 771-9500.

September 3-4 - J/24 Masters Invitational. Old men racing young men boats. (415) 563-6363.

September 3-4 - Santa Rosa SC 33rd Annual Labor Day Regatta at Tomales Bay. Michael Witkowski, (707) 996-1681 or Dan Gurney, (707) 823-1655.



## NOT FOR PANTY WAISTS!

This is a learning experience for serious sailors who someday want to cruise, and want to find out what it's like NOW!

Aboard the 45' ketch rigged yachts Americana and Adventure you'll learn coastal navigation by hands-on use of Radar, Loran, ADF, VHF, Celestial and all other aids for safe coastal navigation.

All cruises include:

- An on-board licensed instructor/captain plus watch instructor
- Certification
- Individual instruction
- Provisions
- Charts and instructional material

Coast Guard Safety Equipped



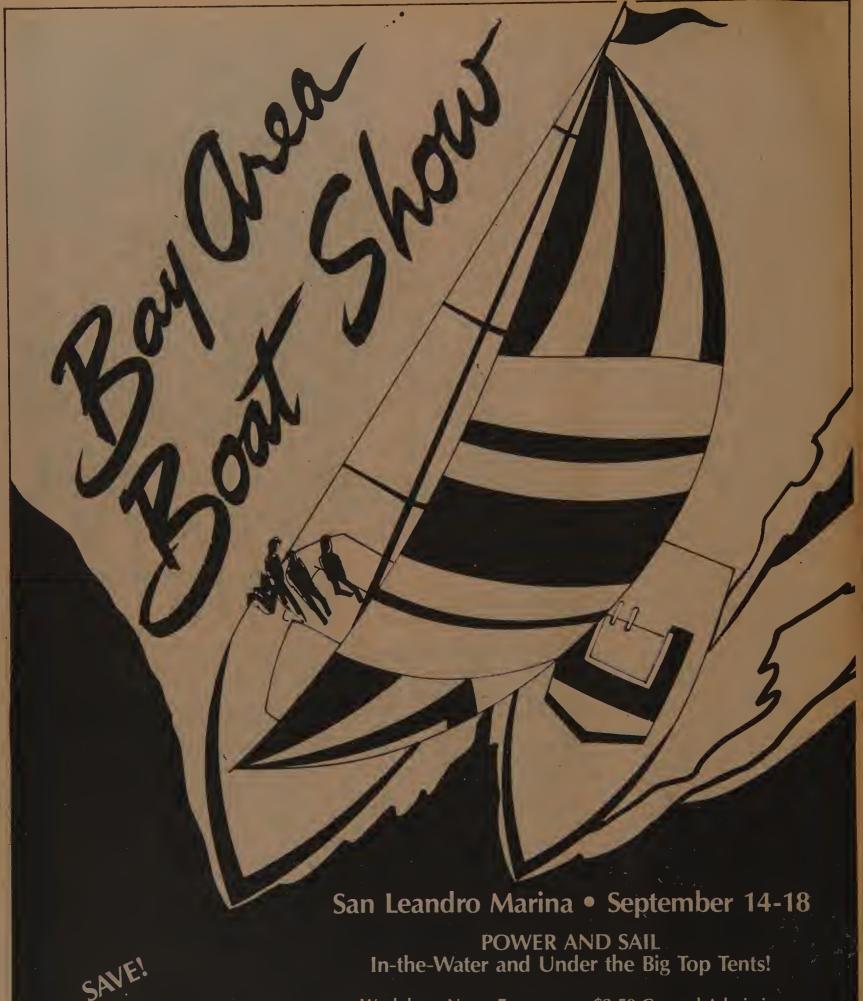
for Brochure, Sailing Schedule, and What-to-Bring List

CALL NOW



14 Skylark Dr., Suite 210, Larkspur, CA 94939

SAILING OUT OF SAN FRANCISCO BAY



\$1.00 OFF
Each of Two Adult
Admissions with this Ad!

Additional DISCOUNT Coupons available at your Local Marine Dealer Weekdays: Noon-7pm Saturday: 10am-7pm Sunday: 10am-6pm \$3.50 General Admission \$1.00 Child 6-12 yrs. FREE! 5 yrs. and under

For further Information, please contact:

NORTHERN CALIFORNIA MARINE ASSOCIATION

2220 Livingston Street • Cotton Mill Bldg., Suite 208 Oakland, CA 94606 • (415) 436-4664

#### CALENDAR

**September 3-4** — Lake Tahoe Windjammers Classic. Jim Hildinger, (916) 577-3593.

**September 3-10** — Maxi World Championships in Sardinia. Big time, big bucks, big boats.

**September 4-5** — Barth Regatta. (415) 771-9500.

**September 11-17** — St. Francis Big Boat Series. Some big boats, lots of big bucks and definitely big time.

**September 13** — America's Cup finals begin. Will the "auld mug" be safe, or will the 12 meters' next race be in Perth, Australia?

**September 18** – Backwards Bullship Race from San Francisco to Sausalito. Ron Romaine, (415) 453-3969.

**September 24** – Perry Cup for windsurfers and open class sailboards from Sausalito to Perry's in Mill Valley. (415) 332-2345.

**September 24** — Sailboard Enduro at Lake Don Pedro, LaGrange, CA. Prizes worth \$1,000! Cathi Padula, (209) 575-3199.

**September 24-25** — Ericson 27 Regional Championships at Richmond YC. Don Herzer, (415) 846-0145.

**September 24-25** — 5th Annual Multihull Champagne Regatta. Three boats from a club form a team and the prize is a case of champagne. (707) 226-6825.

**September 30** — San Diego to Ensenada race sponsored by the Southwestern YC. (619) 223-2241 or (619) 464-2395.

October 1 — Cal 20 fleet celebrates its Roaring 20's anniversary with a race of past champions. Betsy Leth, (415) 435-4874.

October 1 — The Nimitz Regatta, an end of the season affair with a two-foot high perpetual trophy to sail for. Bobbi Tosse, (415) 939-9885.

October 1 — Kauai Iki Challenge Cup. Team racing and IOR and PHRF divisions in a dash to the Lightbucket with the finish and partying at Ballena Bay. Tom Montoya, (415) 865-6641, or Glen Miller, (415) 523-5438.

October 1-2 — All-Islander Regatta, sponsored by the San Francisco YC. Big party on Saturday night. Fred Conta, (415) 951-5610 (w) or (415) 435-9513 (h).

October 2 — Singlehanded Sailing Society's third annual Vallejo race. Solo the first day and doublehand the second. Ants Uiga, (415) 326-6741, Jean Haynes, (415) 523-6200.

October 22 – 8th annual Berkeley YC Women's Cup, one of the original ladies only races on the Bay. Bobbi Tosse, (415) 939-9885 or Ruth Brooke, (415) 526-4899.

**November 11** — Membership meeting for the Women's Racing Association with speakers and info on their winter and fall series. Glenda Carroll, (415) 282-7912.

**Spring and Summer Series** — Ballena Bay YC: Friday night series #2 — 9/2, 9/16; Summer's Whale's Chase — 9/3, 9/17; 365-7306 or 865-6641. Island YC: 9/16, 9/30; 786-6944 (days) or 521-4780 (nights). Encinal YC: Summer — 9/9, 9/23; 522-3272 or 932-5005. South Bay No Name YRA: 9/24, 10/15; 593-1634. Sausalito YC: Sunset Series — 9/13, 9/27; Laser Series — 9/8, 9/22; 332-7400 or SYC, Box 267, Sausalito 94966. Golden Gate YC: Friday night series — 9/9; 822-5655 or 346-BOAT. Monterey Bay YRA: 10/15; MBYRA, Box 3284, Carmel 93921 or (408) 424-2525.\*

All of the above races are open to the public. Some clubs have their own series for members only, so check with your club's race chairperson.

Please send your calendar dates by the 18th of the month to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. Send early, send often, but please only one announcement per page!



### ¿MEXICO?

Si va a México este invierno el tiemp para salir se acerea. Claro necesita vela de tempestre, sino no se olvide que la mayoria del aire es poco. iy no se olivide los "drifters" y "genoas"! Que le vaya bien en el viaje.

If you are going to Mexico this winter the time to leave is getting close. Of course you need storms'ls but don't forget most of the sailing is light air! Don't forget those drifters and genoas!

## HOGIN SAILS



Dealers for KAYZEE Headfoil

Traditional Bronze Hardware

In the Alameda Marina at
1801-D Clement Avenue
Alameda, CA 94501
(415) 523-4388

Mon-Fri 9 a.m.-5 p.m. Sat 10 a.m.-2 p.m.



#### Hans Christian 38 Mark II

This is another beautiful yacht from the Hans Christian line, also designed by H. S. Ives. Utilizing the classic Hans Christian 38' dimensions, the Mark II features a dramatically designed interior, offering two wide double bunks and an easily functional galley and dining area. As in all Hans Christian yachts, the Mark II offers only the finest in cruising pleasures. But don't think cruising is all a Hans Christian has to offer If you chose to you can race these Christian has to offer. If you chose to, you can race these yachts and win! As evidenced by last month's Oakland to Catalina Race. Sixteen yachts were entered, two were Hans Chriatians. First Place: the Hans Christian 38 "Dejavu;" Second Place: the Hans Christian 43 "Veuve Clicquit."

For cruising comfort and performance, Hans Christian is always the winner!

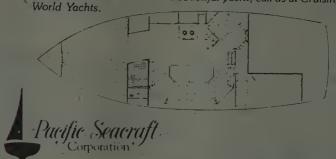


#### The Orion 27 Mark II

The Pacific Seacraft Corporation has made a fantastic new variation on their already popular Orion 27. All the details are just now coming in to us on the new "Mark II" Plan C.

The main feature is an extended cabin house providing more room, comfort and convenience. Add this to its established reliable performance, ideal proportions for handling and maintenance, and ageless beauty, and you have one of the best little world cruising yachts in the business.

To find out more about this beautiful yacht, call us at Cruising







27' Santa Cruz An extremely fast MORA racer/cruiser. Race ready with proven winning record. Full suit of sails and tandem axel trailer. Call Peter. Only



31' Ericson Independence This is the perfect yacht for anyone who wishes to sail off on his own, creating new advertures, seeking new horizons. A truly livable yacht. \$49,500. Ask for Gary





32' West Sail A superbly equipped ocean cruiser liveaboard. Too much gear to list. Only \$57,000. Ask for Gary. (sister ship shown)



for showing \$119,000



36' Alden Yawl. Recently refinished and in superb condition. Cold molded over wood which was written up in the May/June '83 issue of Wooden Boat Magazine. Current survey available. Call Mike for showing. \$60.000.

## Cruising World Yachts

• Hand Christian • Flicka • Crealock • Orion • Covery Dory • BB 10mm • Hot Foot • Sea Ranger • Vindo •



#### HOTFOOT 27

In it's first steps into the sailing market, the Hotfoot 27 has left an amazing track record.

In racing it took first in three major handicap regattas; 15 firsts. This easily handled and extremely responsive sailboat allows almost anyone with a minimum amount of capabilities to be race competitive and win!

For cruising pleasure, the Hotfoot features a practical interior with plenty of headroom, four berths, a head, and a standard pull-out galley unit with sink and stove.

A quality equipment list includes Kenyon mast, Barients or Lewmars and Harken hardware.

As for design, this was the only sailboat selected by the 1983 Design Canada awards.

Now you can experience a Hotfoot at . . . Cruising World

LOA LWL	27' 22'	BALLAST DISPLMT.	1,500 lb. 3,600 lb.
BEAM	6'4''	SAIL AREA	346 sq. ft.
DDAFT	5'6"		



#### The Vindo

The Vindo 34 brings to us it's Swedish Heritage of 50 years of master craftsmanship. This is truly a yacht for the yacht conoisseur. An exceptionally beautiful yacht, it features a unique varnished mahogany cabin exterior that gives each boat the "Vindo" identity. The high quality of craftsmanship has traditionally guaranteed its owner a good second hand value and a great investment. Each Vindo is built to live many, many years.

The Vindo 34 has three separate cabins with standing height of 6'3" throughout, an excellent galley area, and roomy storage lockers, offering great family accomodations.

Call us at Cruising World Yachts for more information on this classic yacht.





A must see for anyone serious cruising. \$83,000. Ask for Chet







32' Travier A beautiful cruiser that sail as nicely as she looks. At our docks Dnly \$55,950. Ask for Dave.



43' Hans Christian Traditional Ketch performance keel cruiser. VHF Combi windlass, etc. A professionally main tained yacht. \$149,500.

SAIL BROKERAGE L	IST	
40' Standlast		159,500
40' Challenger Ketch		83,000
40' Cheoy Lee Offshore Yawl .		
40° Sennett Ketch		
41° Formosa Ketch		
41' Islander		85,000
41' Morgan Ol or 415.	From	104,900
42' Pearson 424		144,000
43' Hans Christian	From	139,900
Cufter or Ketch		
44' Hans Christian, Pilothouse		
44' LaFifte		209,950
45' New Zealand Cruis, Ktch		135,000
46' Peterson		175,000
46' Formosa		Offers
50' Gulfstar 54' Custm Fish. Schooner 70' Rermuda Ketch		169,500
54' Custm Fish. Schooner		350,000
70' 8ermuda Ketch .		295,000

54' Custm Fish. Schooner	
70' Bermuda Ketch	295,000
POWER BROKERAGE LIST	
24' Vashion	24,950
32' Pacemaker	29,000
34' Chris Craft Sedan, Trades	19,500
34' Flberform	20,000
37' Hunter	39,900
42' Matthews Tri-Cable	52,500
45' Stephens Classic	38,000
48' Chris Craft Roamer	. 159,900
48' Custom Monk Trwlr-Fishr	
49' Alaskan	
49 RI25R2II	167 000
57' Chris Craft	107,000
60' Custom Aluminum Cruiser	306,000
60' Chris Craft Roamer	345,000
65' Custom Charter-Fisher	300,000
83' Westport Custom Built . From	1,200,000
94' Eastehin	750.000

RACERS & CRUISER/RA	
33' Graham & Schlageter 34-ton	
'BAO MOON RISING' 37' Custom King 2-tonner	66,000
'AGGRESSIVE II'	100.000
37' Graham & Schlageter 1-ton	
'WING ISLE'	78,900
40' North American 40	00.00
'SHAMROCK' 40' New York 40	99,000
'INOIAN SUMMER'	120,000
40' Holland 2-tonner	, 20,000
'MATRIARCH ex AGAPE'	135,000
40' Custom Ericson Flush Oeck	
'MAOCAP'	79.00
41' Carter 2-ton Sloop 'SA8ER'	125,00
43' Peterson	,,,,,,,,
'CHAPPARAI'	155,000
44' Swan 441	
'8AL'	225.00
46' Tartan 'YAHOO'	155.00
46' Frers	155,66
'ARIETO'	. 175,00
46' Custom Holland Admirals C	upper
'ARIES'	190,00
47' Oubols	. 265,00
'OYNAMO' 53' Frers	. 200,00
'ENCOUNTER'	360.00
1 57' Swan	
	340,00
65' Swan Ketch	360.00

REPRESENTATIVES FOR Lans Christian Yachts & Pacific Seacraft.



Vindö

2415 Mariner Square Drive, Alameda (415) 521-1929

## WINDSURFING MARIN

and





Join Forces to Bring You a
Special Boat Show Package

A WINDSURFER®

A WINDSURFER®

A CAR RACK,
AND LESSONS
AND LESSONS

ALL FOR A GREAT LOW PRICE!

Don't Miss the New ROCKET Models at the Boat Show and Our Sausalito Store — Come To Our Stores To Pick up Your Discount Tickets to the Boat Show!

California's most complete chandlery

# TARINE 295 Harbor Drive

Sausalito (415) 332-2320
530 West Cutting Boulevard
Point Richmond (415) 237-4141



## WINDSURFING MARIN

Lessons, Rentals and Sales 1306 Bridgeway, Sausalito (415) 332-2777 (415) 383-1226



## 21st August, 1740, Vice Admiral Edward Vernon, Royal Navy, Creates *Grog*.

Vernon, another fighting admiral of Britain's Royal Navy! As Commander-in-Chief West Indies, he soundly trounced the Spanish at Porto Bello. Loved and respected by his men... affectionately known as "Old Grog" from the grogram boat cloak he oftimes wore at sea. On 21st August, 1740, to stop what he termed "the swinish vice of drunkeness," he issued his infamous Orders to Captains No. 349 whereunder the regulation daily issue of 1/2-pint Admiralty rum was to be first mixed with water. The watered rum gave great offense to the jack tars, who soon referred to it contemptuously as "grog" from the name they'd already provided Vernon. Thus grog was born...continuously served on board British men-o-war from 1740 until 1970...230 years! Authentic Grog-PUSSER'S RUM® and water...the most traditional drink on the sea. PUSSER'S RUM...a Royal Navy tradition... standard issue on board all ships of the Royal Navy when after more than 300 years the daily rum issue was terminated on 31st July, 1970

For how to find it, contact: Sally Nelson

■ SAN FRANCISCO/REDWOOD CITY, (415) 467-4000 ■ OAKLAND,

(415) 893-8402 SANTA CLARA, (AM ONLY) (408) 727-4060

- SAN RAFAEL, (AM ONLY) (415) 453-2026 SALINAS, (408) 424-0821
- STOCKTON, (209) 466-5631 SACRAMENTO, (916) 927-2733
- FRESNO/BAKERSFIELD, (209) 291-0653 SOUTHERN CALIFORNIA, (213) 775-7281



"Splice the Main Brace!" with PUSSER'S!



#### Selected Brokerage -

#### - YACHT AND SHIP BROKERS

#### SAIL

	16' 1980 Hobbie Cat Sloop	\$3,400
	18' 1980 Whitecap Sloop	
	18' 1980 Windrose Sloop	
- 1	20' 1966 Cal Sloop Ob	5,600
- 1	21' 1977 Wilderness Sloop 1.5 HP	12,000
	21' 1971 Clipper Sloop 7.5 HP	4,000
- 1	21' 1974 Santana Sloop <b>Ob</b>	3,975
	22' 1972 Santana 22 Sloop 6HP	6,000
	22' 1966 Santana Sloop 6HP	6,250
	24' 1968 Islander Bahama Sloop 6HP Ob	
	24' 1974 San Juan Sloop 4HP	16,000
	25' 1980 Cal-25 Sloop 11 INB	22,500
	25' 1967 Coronado Sloop 6HP	, 7,900
	25' 1980 Merit Sloop	
	25' 1978 Yamaha Sloop Diesel	
	26' 1979 Ericson Sloop Diesel	
	27' 1978 Balboa Sloop	
	27' 1971 Bristol Sloop Ob	
	28' 1979 Lancer Sloop Ob Gas	
	28' 1977 Lancer W/trailer Sloop 7.5 OB	
	29' 1970 Cascade Sloop Diesel	
	29' 1967 Cascade Sloop 12 HP	35,000
	29' 1966 Islander Sloop 30 HP	
	29' 1979 Lancer MK II Sloop 15 HP	
	29' 1962 Rhodes Ranger Sloop 12 HP	
	30' 1971 Islander MK 🏿 IB Gas	
	32' 1973 Westsail Cut Dlesel	
	32' 1974 Ericson Sloop IB Gas	
	33' 1981 Morgan Motorsailer Sloop Dsl	
	33' 1976 Ranger Sloop IB Gas	
	33' 1977 Yamaha Sloop Diesel	
	34' 1980 Peterson Sloop Diesel	
	34' 1978 Peterson Sloop Diesel	
	36' 1979 Islander Sloop Diesel	
	36' 1978 Islander Sloop Diesel	
	36' 1980 Lancer Sloop Diesel	
	36' 1959 Lapworth Sloop Diesel	
	36' 1973 Custom Mull Diesel	
	40' 1974 Challenger Sloop Diesel	
	42' 1940 Alden Cut Diesel	49,000
	43' 1976 Westsail Ketch Diesel	
	47' 1974 Olympic Adventure Ketch Diesel	134,500

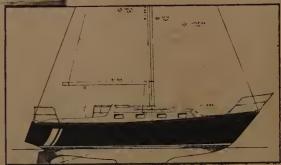
#### **POWER**

18' 1968 Schiada Custom Run V-Drive	. \$6,800
22' 1978 Searay Srv 220 I/O	. 12,000
23' 1974 Bayliner Cruiser V8 Gas	. 11,000
34' 1977 Executive Fiberform Cruiser Tw IB Gas	62,500
34' 1963 Owens Cruiser Gas I/O	. 29,500
38' 1966 Chris Craft Romer Cruiser Diesel	. 43,900



42' CRUISER, STEEL
HULL, Twin Diesels, Onan
5 KW, Generator, Autopilot,
Mahogany Interior, Excellent
Value! Ask for Byron \$45,000

1979 LANCER 30 MK IV SLOOP. As new, very well equipped. Diesel, full safety package, deluxe interior. Asking \$35,000





1979 SAN JUAN 7.7 110, 130, 155 & Spin. 6 HP O/B. \$21,000 OR OFFER. See David.

## Exclusive BAY AREA DEALER POCKET ROCKET 22

#### by Gary W. Mull

#### INCLUDES

Hand-laid glass hull & deck Hi-tech lamination with balsa core Full race interior Teak trim Sliding hatch Interior wiring & lighting Navigational lights Custom bow & stern pulpits Vinyl covered s/s life lines Complete deck hardware 4 winches Lead keel Hi-density foam cored rudder Completé spinnaker gear Three internal wire/rope halyards Back stay adjuster Cunningham Boom vang Ice box



#### RACE READY

Dimensions Length 22' Waterline 21' Beam 9'6" Draft 5' Weight 2,500# Ballast 1,000# Sail 320 ft. Full Race Interior

FACTORY DEMO FOR SALE FULLY LOADED ONLY \$12,500. INCLUDES TRAILER.

POCKET ROCKET ... We've put the entire Universe aboard

2415 Mariner Sq. Drive, Alameda, CA 94501

(415) 523-8500

#### LETTERS

#### **THE CUSTOMER IS ALWAYS RIGHT**

I deeply resent the statement that the crew of Montgomery Street was drunk when we arrived at the Ala Wai harbor after the TransPac. We may have been happy, elated, even a little bit tipsy, but certainly not drunk!

What really happened, Mr. Editor, was your intrepid reporter was too chicken to breast the wall of champagne spray to come aboard for the inside story of what happened during the race.

Be that as it may, "M.S." is going after the record for the most number of TransPac's, and the oldest boat.

Jim Denning San Rafael

Jim — Although it must seem incomprehensible to an arriving TransPac'er, after 50 or 60 TransPac parties at all hours of day and night, the last thing a weary reporter wants is to have to endure a wall of champagne to get to another goddamn party for a few facts. From experience we know at some point the reporter just has to say "screw it", and head for the sack.

Unfortunately our man was at that point when your boat came in. If you say you weren't drunk, we'll gladly retract that statement and apologize.

If it will help any, we'll promise to be at the Ala Wai in July of 1991 when Montgomery Street beats Queen Mab's record of nine Trans-Pacs. At that time we'll have a case of champagne and make sure you're not just happy, elated, and tipsy, but pleasantly plastered. Fair enough?

#### **PORT SONOMA COMPLAINT**

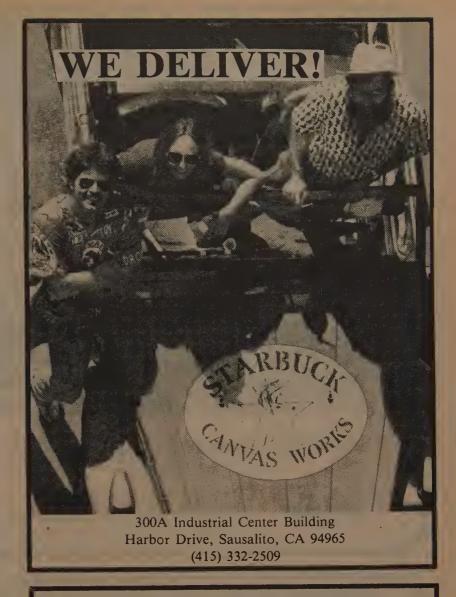
We've been involved in sailing for quite some time and have been living aboard for the last year. We live at Port Sonoma Marina at the top of the Bay. We feel called on to sound off about the conditions at our home. In approximately September of last year a company known as DHA Realty purchased the marina from Shellmaker, Inc. At the time of the purchase DHA held meetings at the Port Sonoma YC and assured tenants that they would begin dredging soon to clear up an increasing silting problem.

Since that time this is what has occurred. Last year — a terrible winter — the marina continued to silt in and the access road to Port Sonoma crumbled to the point that it became almost impassable. 18-inch potholes were not uncommon. We are personally aware of several residents whose cars/trucks suffered damage — broken spindles, cracked and ripped off exhaust systems, etc. Complaints to management brought the following written response to one tenant: "Drop your complaint or move out". (He had requested reimbursement for damages).

We note that nothing was done until April/May of this year when the marina went into receivership and was briefly returned to Shellmaker, Inc. Shellmaker then patched the road in a semi-permanent manner. All work stopped when the marina went back to DHA. I would note that in order to expand, the marina had to add slow down/access/egress lanes to Highway 37. They began this late June/early July; the work stopped when half completed. It still sits incompleted.

Silting! Nothing has been done. With a six-foot draft I sit in the mud 12-18 hours a day. I can enter/leave only within two to three hours high tide. Tenants have received several letters promising dredging but, alas, no dredge. The last word was that the "loan" is almost complete and maybe in another 45-60 days we'll see a clamshell dredge in operation. Of course another winter will be hard upon us by then!

The real kicker? Well, DHA increased rental rates by 15% (ap-



## PENINSULA MARINE SERVICES

EXPERT
DIESEL, GAS & ELECTRICAL SERVICE

**AUTHORIZED DEALERS FOR:** 





GAS - DIESEL - 1/0



**Perkins** engines

- SALES - PARTS - SERVICE - IN SHOP OR ON THE WATER

REPOWERING OR BUILDING
CALL US FOR EXCEPTIONALLY LOW ENGINE PRICES!

(415) 366-2636

639 BAIR ISLAND ROAD, SUITE 8, REDWOOD CITY, CA 94063

(Opposite Peninsula Marina)



# hallenge

Congratulations to Philippe Jeantot, skipper Credit Agricole. 1st Overall in Class 1.

1st in all 4 legs Class 1.

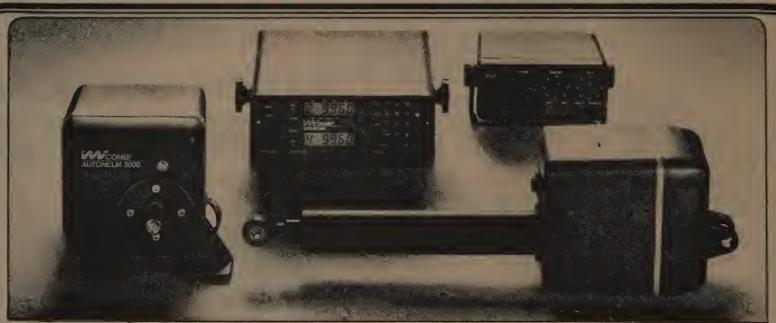
Philippe Jeantot says, "I relied on my Combi Autohelm pilot throughout the BOC Around The World Singlehanded Race — 8 months and 27,000 miles of some heavy going.

Handling that demand was no task for anything except the best. That for me was Combi Autohelm - my ever-faithful extra hand! C'est magnifique!"

Winning skippers use Autohelm—the one that's number one!

International Marine Instruments, Inc.

Inter-Mark 2415 Mariner Square Drive, Alameda, CA 94501 (415) 523-0391 IMI/Pacific 1682-A Langley Avenue, Irvine, CA 92714 (714) 261-5031



What happens when you marry a great Loran C to a great Autopilot? IMI did just that — and got a perfect match!

Interfacing the Combi Loran 860 and Autohelm 5000 followed extensive IMI research. A totally new concept was developed: The intelligence of the system was moved from the interface to the Loran 860.

Revolutionary certainly. But what benefit to you? Now your interfaced autopilot will steer a straight course. No more inefficient "S-ing" about the rhumb line — as with conventional systems.

conventional systems.

Conventional systems generate only one signal to the autopilot: Cross Track Error. The IMI system inputs two vital additional signals: Rate of Change of Cross

Track Error, and Boat Speed. Your boat gets on the rhumb line and stays there!

What other benefits for you? With the burden of interfacing properly located in the Loran 860, the interface has only a monitoring job to do. So there is no expensive interface to buy. The system costs less.

What else? The system is simple to use. All controls are direct through the Loran 860 keyboard. Just enter your destination, activate your Autohelm 5000 and

you're on your way.

The Combi Loran 860 and Combi Autohelm 5000.

Made for each other—and made for you!

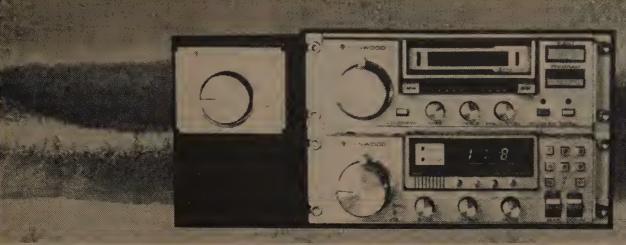
Call or write for more information, or the name of your nearest dealer.



International Marine Instruments, Inc.

Inter-Mark 2415 Mariner Square Drive, Alameda, CA 94501 (415) 523-0391

IMUPacific 1682-A Langley Avenue, Irvine. CA 92714 (714) 261-5031



### Combi® Kenwood sound goes to sea!

The best in marine electronics joins the best in stereo! Combi Marine and Kenwood bring you an exciting new experience in listening pleasure afloat: The Superb CK 4500 System.

The CK 4500 clearly outperforms similarly priced units, and rivals fine home stereo systems costing much more. Consider for example the super-quiet 60dB signal-to-noise ratio with Dolby NR. Or wide frequency response of 30-16, 000 Hz. Less wow and flutter than most home decks - under 0.12%. Unusually low harmonic distortion - 0.5% with 18 watts per channel. Plus separate bass and treble controls for both tuner and cassette

deck. PLL digital tuning for easy, positive station identification. A 12-channel memory bank for quick location of your favorite stations. An automatic scanning system. Special circuitry to play every kind of tape available. Even automatic reverse - no need to flip over the cassette and reload.

And there's more! Such as several new and exclusive computerized features to further enhance your listening enjoyment.

For the full story, or the name of your nearest dealer, contact IMI. Sold exclusively through IMI/Combi Marine dealers.

THE COMBI/KENWOOD SOUTH SYSTEM. IT'S VERY EASY TO OWN.



International Marine Instruments, Inc.

Inter-Mark 2415 Mariner Square Drive, Alameda, CA 94501 (415) 523-0391 IMI/Pacific 1682-A Langley Avenue, Irvine, CA 92714 (714) 261-5031



Collision? In poor visibility the danger is real.

The Combi Watchman minimizes risk. It gives you early audible and visual warning of another vessel's operating radar, so that you can take avoiding action - while there is still

The Combi Watchman's long-range Omni-Antenna detects and identifies each vessel with an individual "sound signature" so that its movements can be tracked without confusion. Rechargeable batteries and minimal current consumption permit continuous "on watch" use.

The Combi Watchman gives you more information sooner. It could save your life.



International Marine Instruments, Inc.

Inter-Mark 2415 Mariner Square Drive, Alameda, CA 94501 (415) 523-0391 IMI/Pacific 1682-A Langley Avenue, Irvine, CA 92714 (714) 261-5031



Golden State International Yacht & Boat Sales

17 Embarcadero • Oakland, California • (415) 533-2283

#### LETTERS

proximately), from \$4.75 a foot for liveaboards to \$5.50 a foot. There was a corresponding increase for non-liveaboards. And what have we received? Nothing. In fact the marina conditions have deteriorated terribly since DHA Realty took over. We invite anyone to come out and verify this for themselves. Certainly, we'd suggest that no one move their boat here until the road/dredging situation improves. Our complaints are met with the standard (by now) "move if you don't like it".

We feel that this is another case of the great unwashed being taken advantage of by a corporation seeking only profit. It's obvious they care nothing for the tenants. However, a marina tenants association is being formed to attempt to apply pressure to the DHA Realty Co., Inc. So far suggestions have included: Rent strike/slowdown; a class action lawsuit; and a petition to the owners. Hopefully the last will be the first action taken. Individual complaints have met with only negative response and/or threats of rental agreement termination.

Lastly, we'd like to see any responses to this problem printed in your Letters column. I know your policy is to not print unsigned letters. I'd request that you print this one with a pseudonym (you have my real name on the letterhead) as I'm clearly aware of the response the marina management/ownership will have to this letter; my rental agreement would be terminated.

We, in general, all love living here. The climate, scenery and, in general, facilities, are beautiful. The people who live here are wonderful. Move, you say? To where? we reply. Where do liveaboards go these days?

In closing, we're hoping this letter will help prompt some positive action — for a change — by DHA before my/our boat(s) become permanent fixtures.

High and Dry (almost) at Port Sonoma

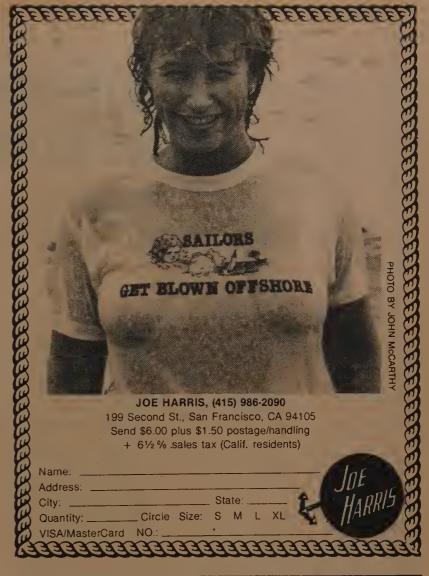
H & D — Where do liveaboards go these days? BCDC (Bay Conservation Development Commission) would like you all to go to hell. As for fear of termination, the marina cannot — by law — terminate your berth agreement because you complain about poor conditions. Check with your lawyer.

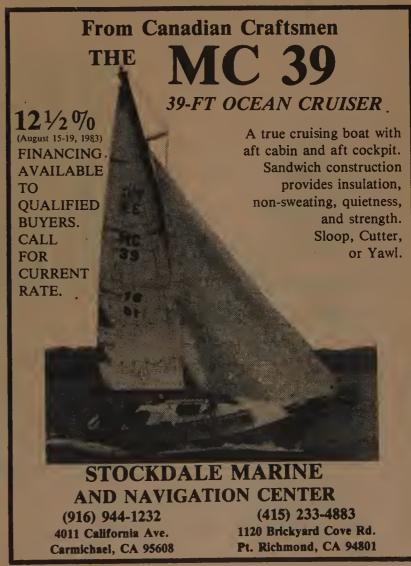
#### **□OBJECTION!**

Hal Roger's letter in response to Phil Howe's "The Nuclear Seas Movement", suggests that the oceans are the best and safest place to dispose of obsolete nuclear submarines and other radioactive waste. The Oceanic Society, with over 100 other organizations (with membership of several million people), most of California's coastal counties and cities, the state of California itself, the Environmental Protection Agency (EPA) and a wide variety of scientists (many of whom have conducted research for the Atomic Energy Commission, its successor, the Nuclear Regulatory Agency and the EPA) recently came to a very different conclusion.

All agreed that the existing information on the fate of radioactive materials in the marine environment does not support the Navy's confident claim that dumping over 100 decommissioned nuclear submarines in the ocean will have no adverse impact on the environment or human health.

Contrary to Mr. Rogers statement that "EPA reports show no concentration (of radioactivity) in the seabed or sealife", there are reports from EPA-sponsored studies which show migration of radioactivity from waste drums at old dump sites into bottom sediments, bottom dwelling invertebrates and into rattail fish (grenadiers). Eighty thousand pounds of rattails were landed in Eureka last year, some of which were eaten by humans. (While extremely relevant to the Navy's proposed disposal of nuclear submarines, the Navy DEIS





# THE BAYAREA'S BEST BAYAREA.

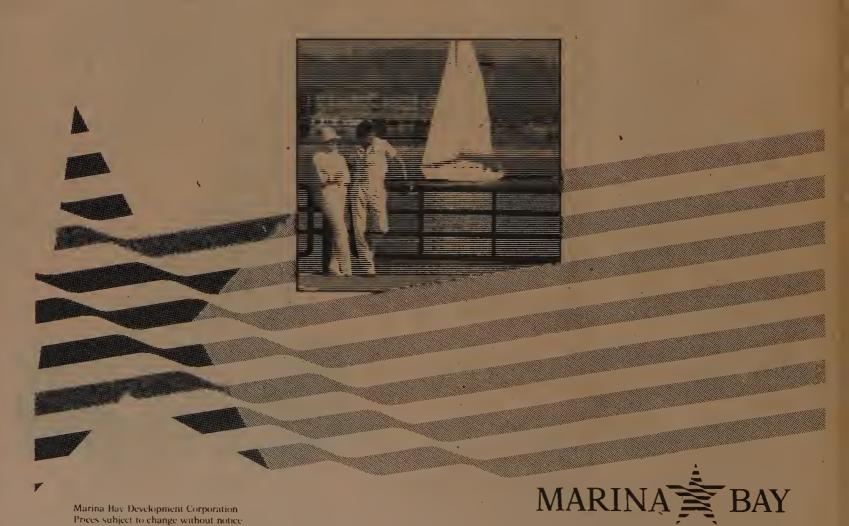
Own your own boat slip at Marina Bay. Reduce or eliminate two things that darken the joy of boat ownership: 1. the tax collector

2. the harbormaster's notice of increased slip rent.

In December, 260 new boat slips will be available for occupancy. Prices start at \$16,800. Buy your boat one for Christmas.

Facilities include concrete floats, large dock boxes and power centers, a clubhouse, private showers and heads, washers and dryers and 24-hour security.

Take Hoffman Blvd. (Hwy. 17) to Marina Way South in Richmond. Or call (415) 620-0300.



ONCE A GREAT NOTION, NOW A GREAT LIFE

page 34

# THE BAYAREA'S BEST BAYAREA.

Of all the places to live on the bay, only one place has it all. Marina Bay is Northern California's largest pleasure boat marina. It's protected deep water harbor has enough bay area for 1700 berths. Views from the deck of your boat or from your waterfront condominium home stretch past the sail dappled bay to the twinkling City, Marin's magic mountains and cloud-puffed, pink-sky sunsets beyond. Come see how great your life and how easy your commute will be. Take Hoffman Blvd. (Hwy. 17) to Marina Way South in Richmond. Or call (415) 620-0300.

Marina Bay. Starting from \$78,000 it's the home port that's priced starboard.





**BOATS WEST** 

2415 Mariner Square, Alameda, CA 94501



# SEPTEMBER SPECIALS

**Available At These 5 Stores** 

#### **MARINE MARKET PLACE**

2029 Old Middlefield Way Mt. View, CA 94040 Monday-Friday 10-6 Saturday 9-5 415-961-3940

#### **MARIN MARINE**

300 Harbor Drive Sausalito, CA Mon.-Sun. 9:00-5:30 415-332-5172

#### THE FOREDECK

11373 Folsom Blvd. Rancho Cordova, CA Tuesday-Friday 10-6 Saturday 9-6, Sunday 10-5 916-635-1932

#### **SUN SAILS**

1620 Oak Dale Road Modesto, CA Monday-Saturday 10-6 Closed Sunday

209-527-0440

#### **VALLEJO MARINE**

2430 Sonoma Blvd. Vallejo, CA Tuesday-Saturday 9-5:30 Closed Sunday-Monday 707-643-7179

#### unimetrics



**SEA HAWK** List \$299.95 SALE \$179.95

Here's a top performance marine radio that gives you 25 watts of solid state power. And it's built "tough" to meet our high standards of reliability.

**SEAHAWK** 



The Sea Hawk is a precisely tuned radio that delivers performance second to none. It's housed in a non-corrosive plastic case with adjustable bracket. A quality radio throughout!

LIST \$349.00 **SALE 219.95** 



#### CHART SLICKERS

List \$5.95

**SALE \$4.69** 

Heavy-weight, clear plastic, re-closable enveloped sized 35" X 23". For charts as large as 35" X 45" folded in half. Protect all your valuable charts. Keeps them dry, clean and ripfree. Markable and erasable using a grease pencil. Complete visibilty from both sides for large folded charts. Manageable size for on



# THE SUNSHOWER

Now have a hot shower anywhere. Unique & port-able-simple to use. Takes only 3 hours when ex-posed to direct sunlight.

5 GAL. List \$15.95 **SALE \$12.49** 

## **BOOKS! BOOKS! BOOKS! CHAPMANS PILOTING**

The most popular authority on boat handling, seamanship, navigation, safety-a float, flags and all official regulations.

Sale \$21.95

## **HOW TO LIVE A BOARD A BOAT**

A guide with sound advise on everthing from making the commitment, choosing the boat, and handling day to day concerns like mall, pets, banking, and making a living.

Sale \$16.88

#### THE BEST OF SAIL CRUISING

An Anthology of some 50 articles each by an authority in the field. Will install the confidence you need to meet any situation.

Sale \$14.49

YARNS By Tristan Jones
The first-ever Anthology of the authors work and a quick glance through these selections will reveal why Tristan Jones is so popular

Sale \$15.49

# SITEX

#### **NEW 787-C**

The World's **Smallest Loran-C** 

- 60 WaypointsLat./Long Speed
  - CourseSplash ProofList \$1,395.00

Sale \$995.00



A New Haller with a Big Voice and a **Low Price** 



**HA440** WITH HORN



List \$249.00

Sale \$189.95



## Scepter **POLYETHYLENE GAS CONTAINER**

List SALE 1 Gal 6.50 4 99 21/2 Gal. 9.95 7.99 12.49



Foul Weather **Bib Pants** 

List \$79.95

Sale \$59.95 Jacket with full hood or hood w/collar

List \$129.95

Sale \$99.95

**ANCHOR ROLLERS** SMALL FAIRLEAD

For boats 20-45 feet using anchors up to 50 lbs. No. AR-2 List \$29.95

Sale \$24.95 **LARGE WITH** MOUNT

Securely stows Danforth type anchors. Sizes 12-16 lbs. for sail or power boats. 25 to 54 feet. No. URM-3.

> List \$149.95 Sale \$119.95



1/4 Horse power neutral to forward with auto-lock in reverse. No 6600

List \$332.66 Sale \$289.95



DANFORTH BLADE

**ANCHORS** 

SALE \$42.00 \$24.95 13 lb. \$79.00 \$46.95 22 lb. \$120.00 \$69.95



TWISTED NYLON **ANCHOR** 

LINE SALE

17.95 3% X 100 3/8 X 150 1/2 X 150 45.95 59.95 1/2 X 200



makes no reference to these or other studies of radioactivity at former nuclear waste disposal sites).

Mr. Rogers also confidently states that, "The Navy's DEIS for disposal of obsolete nuclear subs indicates that ocean disposal presents the best of the alternatives . . . . It's the cheapest way, too". Both the EPA and the Oceanic Society's Scientific Committee in comments on this DEIS were far less convinced. Both sets of comments to the Navy focused on the absence of detailed knowledge about many aspects of deep sea ecology and the behavior of radioactivity in this environment. There was also concern expressed over potential impact on the major albacore tuna fishery located in the waters directly above the most likely of the disposal sites. And the irretrievability of the submarines from the ocean floor once they are scuttled, makes the ocean disposal alternative illegal (according to the recently passed Anderson Amendment that requires that such waste be retrievable), in addition to being ill-advised, since problems, if they occur, cannot be dealt with adequately at the 14,000 feet depths

Finally, not only do I take issue with Mr. Roger's lack of concern over the effects of radioactivity on the marine environment, I also differ with him over the mission of *Latitude 38*. It has always been the Oceanic Society's view that the users of the oceans should be the ones who are the most concerned about protecting them. As a publication devoted to communicating to sailors, *Latitude 38* should continue its excellent policy of carrying articles about the health of the marine environment. Without *Latitude 38* we'd all have to stay out of Mr. Roger's neighborhood.

Michael J. Herz, Ph.D.
Oceanic Society & KUNU
San Francisco

#### □BLACKSTRAP BOTTOM

Yachties needn't worry about their anchors holding in Reed's Bay, Hilo Harbor, Hawaii. Recently 900 gallons of molasses were spilled in the bay. Hawaiian authorities say not to worry because it will sink to the bottom.

We feel this should affect anchors like roaches in a roach motel. However this may necessitate a correction in the Hawaiian cruising guides. Instead of sand over rock, the guides should now indicate molasses over rock for Reed's Bay.

Latitude 38 costs a quarter here on Oahu, but it's worth the block walk during lunch to the Texaco dock. Besides Latitude, you can have an ice cream plus see other yachties coming in from French Polynesia.

Tom and Anita Gleason Ganiamor Kaneohe, Hawaii

Tom and Anita — Lynn Nakkim of Honolulu tells us that the guides for Oahu should be changed to read poop over coral, at least for the month of July. She reports that during the end of the Trans-Pac a cane field fire knocked out a transmission line, and killed the electricity for all of the island's 800,000 residents.

As a direct result of that all the day's sewage was pumped into the Ala Wai, the Ala Wai that flows into the Ala Wai Yacht Harbor where the TransPac boats finish and their skippers get thrown in the drink. By the time the Department of Health got around to mentioning the problem, there was obvious evidence floating all around. But still the skippers were thrown in.

Lynn also reports that the U.S. Navy pumped sewage straight into Rainbow Marina, and that raw sewage had also been pumped directly into your home waters at Kaneohe Bay. All things considered,



BROKERAGE				
21, AOUARIUS\$6,200				
22' CHRYSLER choose from TWO				
21' ISLANDER				
22' O'DAY & AND TRAILER; sharp				
23' RANGER 3 sails; Evinrude 6 hp				
23' RANGER 4 sails; Mercury 7 hp				
23' O'DAY				
24' ISLANDER BAHAMA full keel				
25' HUNTER 3 sails; Evinrude 9.9				
252 CORONADO We have THREE here to choose from 8,300 & up				
26' PEARSON				
26' COLUMBIA needs TLC, owner transferred				
26' OLD WOOD full keel, inboard gas				
27, CORONADO 1970, Johnson 9.5				
20, ISLANDER - one-design class we have THREE 34,000 & up				
20' FRICSON 1978. 5 sails, diesel, pedestal				
30' ISLANDER MKII pedestal, TWO here to choose from 29,500				
20' ISI ANDER RAHAMA dsl: like new42,500				
31' PEARSON loaded				
2 20° CAI diesel· nedèstal, very clean				
32' ENDEAVOR diesel				
22' ISI ANDER a real heauty				
24' SUNSET WOOD FULL KEEL inboard				
36' ISI ANDER — #1 YACHT ON S.F. BAY SEVERAL				
24, 1ST ANDER ERFEPORT DEMO MODEL SAVE \$10,000				
26' ISLANDER FREEPORT 1981				
1 A17 IST ANDER ERFEPORT KETCH CTR COCKPIL 123,000				
44' PETERSON loaded and owner may carry finance 117,500				
41' COOPER CUSTOM BUILT IN CANADA				
41 COOLER COOLER				

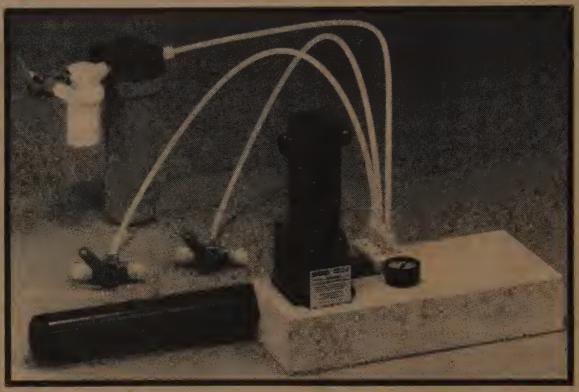
Don Wilson Yacht Sales, Inc.
Dealers for Islander, Yamaha, Freeport, Bahama & Cabo Rico

1851 Embarcadero at 16th St. Overpass OAKLAND, CA 94606

(415) 532-0747

# SEE THESE NEW INNOVATIONS AT THE SAN LEANDRO MARINA

Fresh Water from Sea Water Where and When You Need it ... With the SEAGOLD 12 Volt Water Maker Using only 4 amps



- WATER INDEPENDANCE and security for you and your crew produces 1 2/3 gallons of drinking water per hour.
- ☐ SPACE SAVER gives you more space by reducing the amount of stored water required:
- □ TRAVEL FASTER less weight carried means more speed.
- ☐ EASY LOW COST INSTALLATION by one person with standard tools.
- SAVE MONEY no increased power generating capacity required
- ☐ WATER WITHOUT POWER can be operated manually.



# How Much Faster Will Our Paint Make Your Boat Go?

Results vary with conditions. But whether you have a sail boat or a power boat, our paint will make your boat go up to 10% faster than it goes now.

That's enough to mean the difference between losing and winning a tight race.

And you get this great speed without the sanding, careful brushing, washing up, and waiting that other paints require.

In fact, you'll probably find our paint not only the fastest, but also the easiest anti-fouling paint you've ever used.

VC17 TROPICANA
Teflon Makes It 15 Times Smoother

SVENDSEN'S

1851 CLEMENT, ALAMEDA, CA 9450

# AY AREA BOAT SHOW, EPTEMBER 14-18, 1983



# A TOTAL SYSTEM

#### THAT IS -

Automatically Deployed Fast Acting Totally Self-Contained

#### WITH -

10 Means of Location

#### INCLUDING -

6' High Inflatable Locator Cone Extremely Buoyant Personal Flotation Horseshoe Water Activated Light Aerial Flares Air Horn and Whistle Mini Strobe Light

Crew Light

Smoke and Dye Markers

THE MARK VI PERSONAL RECOVERY SYSTEM IS OCEAN RACING COUNCIL (ORC) QUALIFIED



MARINE, INC. (415) 521-8454

# These waterfront villas offer all the luxuries you'd expect.



THE CONDOMINIUM VILLAS

Move up to a Mediterranean villa on the Oakland side of the Bay. You'll find an unparalleled array of recreational amenities. Pool. Sauna. And tennis courts—all for you at Portobello.

You'll also enjoy a wealth of fine living features in each of our five floorplans. Best of all, you can purchase a berth for your boat at the private Portobello Harbor, just steps away from your

home. For privacy, recreation and exclusivity. Discover the homes and harbor at Portobello. For information call (415) 465-4407.

# And one you won't believe.



THE CONDOMINIUM BERTHS



we'd prefer the molasses bottom.

#### □ ARE YOU WALKING WITH ME COMMODORE?

With respect to your interview with "God" the last two months, I've sailed on such boats as Zamazaan and presently own a Cal 40. I've brought Zamazaan home from Hawaii a few times, and she's my favorite boat in the whole universe. I've also had a wonderful ride down to Hawaii in my Cal 40, and have brought her both back from Hawaii and up the coast. I've beat into a fair bit of wind with her, too.

I just want everybody to know that you can "hunker down" and sail upwind in a Cal 40 or a Bill Lee boat anytime you want to. I would hate for any of the owners or admirers of Lee or Lapworth boats to be intimidated by the voice of "God". The boats they have designed continue to make many, many miles upwind, and they do it quickly and without problems.

I've noticed that even "God" can't afford one of the ultimate boats that he so lovingly talks about for himself; the rest of us try at what

But I'll bet one thing; that "real" God, wherever He is, does care when one of his boys is lost at sea.

Unsigned Cal 40, Wavelength Depoe Bay, Oregon

Unsigned - With Commodore - and a lot of old hands, for that matter - going to weather is very, very important. So even if you disagree with Commodore, you have to at least admit he's consistent. The more a boat will go to weather, and to weather comfortably, the better he likes it.

And while Commodore specified that these were his personal preferences, we have to admit being a little bit shocked to hear him say he wouldn't go to sea in a Cal 40 again. After all, the Cal 40, winner of three straight SORC's and TransPac's was probably the single most dramatic breakthrough in design history.

P.S. In the future, please sign your name.

## "NAKED LADIES WON'T MAKE ME CRAWL"

After reading your response to "Neglect of the Northwest", I got so pissed I threw your rag across my boat. Even pictures of naked ladies won't make me crawl behind the companionway steps to retrieve it.

It seems to me that a true cruise would cover all points of sail, in every weather condition. With all of your "liberalism" in showing us naked bodies of both sexes, it seems uncharacteristic of you to prejudice a wonderful cruising area because it would start with a beat. In all fairness, though, you did finally address the return trip from those wonderful southern waters with last month's article discussing the ten fathom motor back from "Paradise", with all its attendant fuel stops. Can it really be that your readers are more interested in reading about where to pay the \$15 a night fee in Los Angeles, or the illegal lobster catches in Mexico?

In the seven years I've owned my boat, we've been from San Diego to Skagway. Perhaps it's the ignorance brought about by editorial bias that preserves this pristine wilderness for those who could really enjoy it. At this point I'd like to mention, despite my fiveyear stay in Juneau, San Francisco Bay was first to disrupt my February birthday sails; a spinnaker run up Glacier Bay, in 96° weather; and the 12 day, 1,500 mile reach from Sitka to San Francisco.

Now that I've cooled off a bit, I guess I'd better get your rag from behind the companionway steps. Seems I'd better learn which anchors work best in the crowded anchorages of Cabo, Hawaii, and Tahiti when dirty weather "sneaks" into Paradise.



Using our 1/2 ounce spinnaker won in the last year:

- San Clemente Island race
- Todas Santos
- Yachting Cup (3 race series)
- Coronado Island race
- First overall, Rumsey Series, (ocean race) Second, Lipton Cup Leading, Season High Point

FLASH: Winner, Class F, Long Beach Race Week

We build the world's fastest spinnakers for one design, off-shore and racer-cruisers.

**OUR QUALITY IS UNCOMPROMISED** 

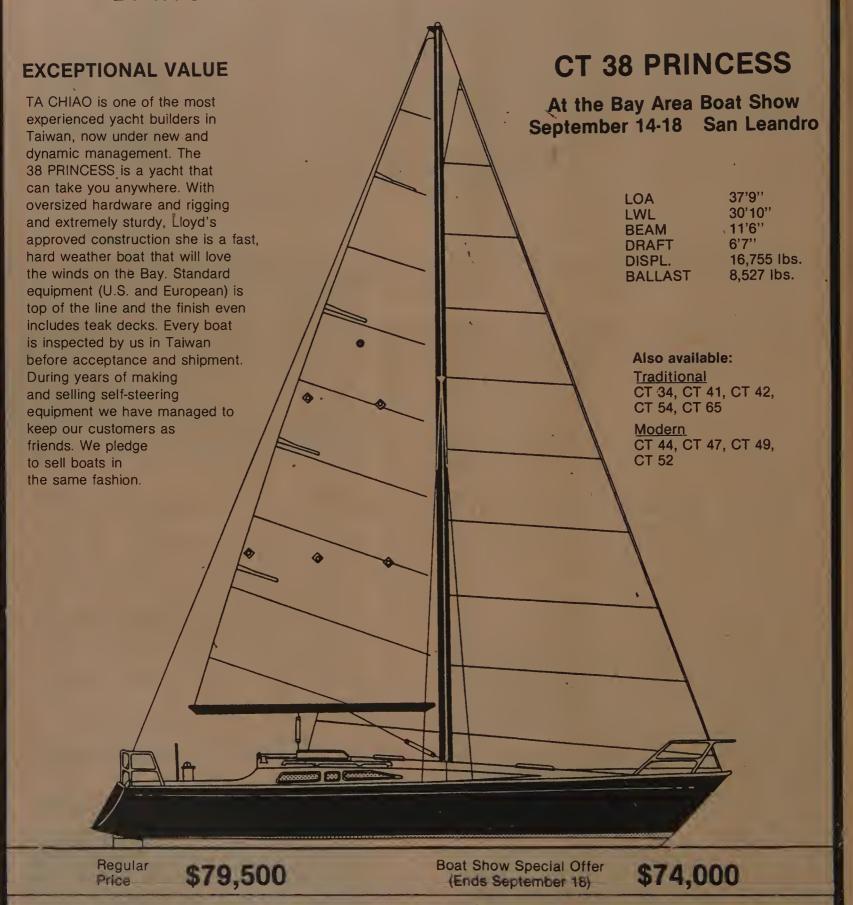


Palo Alto, CA 94303

921 E. Charleston Rd. (415) 858-1544

# NEW DEALERS - CT WORLD CRUISING YACHTS

BY TA CHIAO / TA CHOU YACHT BUILDERS — TAIWAN



# **SCANMAR MARINE PRODUCTS**

298 HARBOR DRIVE

SAUSALITO CALIFORNIA 94965

(415) 332-3233

We also handle MONITOR, NAVIK and SAILOMAT self-steering gears, NAVIK VR 10 till autopilots and ZODIAC inflatables.

Barry Herman
Danzante
Juneau, Alaska

Barry — After reading half your letter we crumpled it up and threw it behind the light table. Now that we too have cooled down, perhaps we can discuss the matter more reasonably.

The truth is we don't go overboard recommending a trip to the Northwest and Alaska because the majority of our cruising readers just aren't ready for it. Our experience covering cruisers on this coast tells us that enough of them have sufficient problems getting downwind around Conception in a modicum of style. It simply wouldn't be prudent to send them dead into the heavy winds, seas, and fog found off northern Northern California and Oregon coasts until they've had more time to get accustomed to their boats and the ocean.

It's like teaching your kid to read. Do you start him out with 'Dick and Jane' or Marcel Proust?

But just to keep you happy, we're including an Alaska article in this issue and the next. But make sure you read this month's Race Sheet report on the William Seward YC's Summer Solstice Race. If the weather's as great as you say, how come they couldn't find the finish line?

## **THIS IS SANDY MIDDLETON**

I consistently read and enjoy your fine magazine and appreciate the recent coverage of Lake Tahoe Sail Week. I am from the boat Fast Company, a Martin 242, and participated in all the races at Lake Tahoe during Sail Week.

I think all sailors who race would agree that one of the personal rewards of the sport is the recognition of achievement from fellow sailors. We all practice hard for trophies we can hang on our walls, and in hope of seeing our name in print, if we are lucky enough.

It is for the later reason I wish to set the record straight regarding incorrect identification in both your article on Tahoe Sail Week, and in the results printed for the races. It should be paramount that reporters strive to be accurate in their reporting, as the only recognition sailors receive is what the public reads in print.

I have the memories of a fantastic week of great sailing and would like all my new friends to remember me — by my correct name.

Sandy (not Debbie) Middleton Portland, Oregon

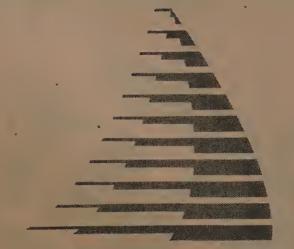
Not Debbie — In cases where we don't know the participants personally, we have to rely on the material given to us by race committee representatives. As you can tell, it's not always accurate. We're sorry Sandy, but congratulations for doing so well — and for speaking up.

#### CLARIFICATION

I cannot believe how inadequately I expressed myself in my last letter. The two points I really wanted to make were:

1. There are Coast Guard Auxiliary classes September 7th at Government Island, Alameda, 7:30-9:30 at a cost of approximately \$10 for books. There will be both power and sail classes. For more information call Les Anderson, 531-3480.

Because there have been so many changes in the "vital signs" on the Bay, I hoped we might attract both experienced and novice boaters. For example there are changes to the colors and lights on buoys, there are some different shapes and colors, there are different whistle signals for bridges and etc., etc., etc. Come get smart, get updated!



# California Sailing

# **FALL SPECIALS**

## □ WEEKLY BOAT SERVICE Including:

Boat Cleaning
Safety Inspection
(mooring lines, rig & deck equip.)
Engine Check & Inspection
Bilge Pump
24-Hour Emergency Number

 Boat Length
 Regular Price
 SPECIAL

 20 ft. — 35 ft.
 \$40.00/mo.
 \$35.00/mo.

 35 ft. — 40 ft.
 \$55.00/mo.
 \$40.00/mo.

 40 ft. — 45 ft.
 \$65.00/mo.
 \$45.00/mo.

☐ L.A. YACHT DELIVERY SPECIAL S.F. TO/FROM L.A. \$500.00 plus exp.

# THE FULL RANGE YACHT SERVICE COMPANY

- Yacht Maintenance
- Rig Tuning
- Waxing & Cleaning
- Painting & Varnishing
- Yacht Delivery
- Quality Boat Repair & Woodwork
- Scheduled Washdown Service
- Personalized Salling Instruction
- Interior Cleaning
- Free Estimates & Advice

# **COMPETITIVE PRICES**

California Sailing. Be a part of it! 415 921 4044

2345 Washington

San Francisco

94115



2. Drawing from my experiences on the Bay and from USCG 1982 Boating Statistics published June 1983, I have a great concern about the number of people who drown needlessly because they drink to excess while on their boats.

Boating statistics indicate falling overboard, capsizing and collision as major causes of fatalities. Why do you suppose these situations occur? In the last couple of months two empty quarts of vodka on one boat, 24 empty cans of beer in another. I'll tell you it is one awful experience to push a life jacket toward a person in the water as you try to reach them and have them make no effort to reach for it. That is one of the things that happens to people who are numbed by alcohol and cold water.

Up by the Carquinez Straits on a Saturday or Sunday afternoon two or three times a month we have boaters disappearing over the side. Crazy! No one in their right mind would go over the side to untangle a line in a prop without a life jacket, but they do. And are never seen again!

The theme of National Safe Boating Week in 1984 will deal with this topic. Can Latitude 38 readers address this issue as to how to develop what we might call "Drink Responsibility" without seeming prudish or nagging? Would you agree we do not have to experience the loss of a friend or damage to our vessel to realize something has to be done about irresponsible drinking habits.

I hope this clarifies the points I really wanted to make and I thank you for your patience. I say again, here's to safer boating and the pleasures that entails.

Betty Oakey Richmond

## □NOT SO GRAND MARNIER

As a member of Peninsula Yacht Club, Redwood City, we attended a cruise to a Tiburon yacht club this spring.

After dinner five of us went to Tiburon Tommies, a "run of the mill" restaurant/bar and ordered drinks. One of these was a "double" — two fingers — of Grand Marnier. For this drink I was hijacked \$7.00.

The Chinese lady manager told me, "You lucky, next door it costs more!" Also, "It's imported from France." Big deal, I buy it for \$14 a

When I told her it didn't cost that much in New York, the bartender suggested, with a smirk, that we should go there and

So I'd advise people that unless you want to get the "big finger" along with your \$7 two fingers — stay out of Tiburon Tommies. (Tiburon is shark in Spanish).

P.S. Besides that there was no entertainment, and they didn't even kiss me afterwards!!

Bill Tennant Redwood City

# **THE OTHER SIDE OF THE STORY**

I have read the letter of Mr. Peter Brown on the delivery of his Pretorian which he bought from us, which you published. I welcome critics because it is not with compliments, but with critics that we can improve our boats.

We have been building some 1,400 high quality offshore sailing yachts for the last 19 years, and top sailors such as Michel Malinovski, Jean-Yves Terlain, the officers of the South African Navy and many more have raced our boats across the oceans, many times and extensively.

I do not accept, however, blames when I do not deserve them. Above all, I do not accept slanderous denunciation. These are the



There's a deal here for someone who wants a great price on one of the best sailboats the Bay has to offer-a 1980 Cal 39. My brother and I hate to give it up, but we've moved east to start a business and the boat opted not to brave the rugged Vermont winters. This Cal's a Californian all the way. So come September, any reasonable offer will give this lonely boat a new home.

A Cal 39 is a San Francisco Bay boat for all seasons and all reasons. The basics are covered - diesel, self-tailing barients, sutter sails, homey interior-but it's not so overloaded that you can't tailor it to your own personality. It can sleep eight, or more, but it's equally perfect for day sailing with just a skipper and one crew.

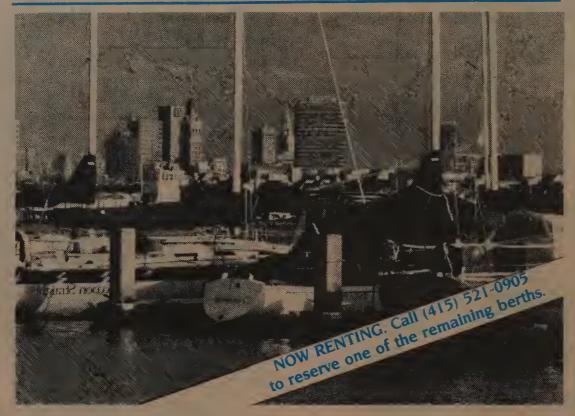
A new Cal 39 would cost ten's of thousands more. This one's virtually new-and kept that way-we'll accept any reasonable offer. Before you decide, come to Alameda and look. Sail this wonderful boat-the decision will be easy!

Contact;

Gorman & Thomson

in Alameda: (415) 865-3662 in Vermont: (802) 257-1304

# Marina Village Yacht Harbor



Berthing Now Available - In Alameda

In July 1983 an additional 304 berths were completed at Marina Village Yacht Harbor. Of the new total of 500 berths, about 150 remain for your consideration. Berthing: is of concrete construction; ranges from 28' to 52'; has 30-amp electrical service, water, fiberglass dock boxes, gate security and night lighting.

For berthing and rental information, please call

#### 521-0905

Marina Village Plaza - Under Construction

Approved for construction are the following: a five-story office building of 88,000 sq. ft.; a 16,000 sq. ft. building for yacht brokers and related uses; a 94-berth commercial marina; marina clubhouse and harbor master facility; parking; restaurant facilities; nearby dry boat storage for up to 200 boats.

For more information on commercial opportunities, please call

#### 521-9555

- Directions To Site From Oakland
  - Take Webster Tube to Alameda, exit (first right) onto Mariner Square Loop and follow road to Bethlehem Way, left on Bethlehem Way to Marina Village Yacht Harbor and harbor master's office.
- This superb location is a short distance southeast of Mariner Square. The Alameda side of the Oakland Estuary features excellent weather and is close to the best sailing areas of the Bay. You don't want to miss out on the recreational, commercial and residential opportunities Marina Village will provide.

Pacific Marina, Alameda, CA 94501

# All Three First-To-Finish Contenders\* In This Year's TransPac Selected North Gamma Spinnakers Exclusively. The Reason?



When Being First Counts, The Fastest Chutes Are NORTH!

"CHARLEY" Nolan Bushnell — Owner 1st to Finish 1983 TransPac

\*Charley, Merlin, SASA

JUST IN

North Boats Placed First in Every Race in this years Santana 35 Nationals.

North Placed Nine of the Top Ten Boats, and First Boat Overall in the 1983 Admiral's Cup.

THE FASTEST SAILS IN THE WORLD ARE BUILT RIGHT HERE IN SAN FRANCISCO.

**2415 MARINER SQUARE, ALAMEDA, CA (415) 522-5373** 

# INFLATABLE BOAT HEADQUARTERS

ZODIAC - AMPAC - ACHILLES - METZELER ZED - BOMBARD - CAMPWAYS



POOLS Available Here

# MERCURY OUTBOARDS

SALES AND SERVICE

LARGEST ZODIAC DEALER IN THE U.S.A.





SUPER

DEALS

BOATS

ON USED

# LOWEST PRICES IN THE BAY AREA 50 BOATS ON DISPLAY AT ALL TIMES

WE RENT LIFERAFTS

U	ROVI	S ON DISPLAY AT ALL	. IIIVIES
15	5'5''	Heavy Duty By Zodiac	\$2,970.00
19	)'	Extra H.D. By Zodiac	\$5,560.00
12	2'6'' )'	Sportboat By Zodiac	\$1,100.00
10	),	AMPAC SL100	\$ 845.00
S	<b>/</b> 6	6-Man Zodiac Liferaft	\$ 890.00
10	)'2''	Zodiac ZED-31	\$ 590.00
8'		Zodiac Z-3	\$ 390.00
81	6''	Nova Sport Dinghy	\$ 559.00

COME SEE US.



FREE DEMO RIDES.

# UNITED STATES YACHT BUREAU

623 Main Street, Redwood City, California
The County Seat of San Mateo

(415) 367-1272

Super Discounts On Mercury & Suzuki Outboards

WE'RE THE ONLY AUTHORIZED ZODIAC REPAIR & WARRANTY STATION ON THE WEST COAST

facts: The assertion by Mr. Brown that Mr. West wants his money back for his Hood 38 is simply untrue and is a slander. We are enjoying the most delightful and friendly relations with Mr. West, who is a real gentleman.

Mr. West's main problem was an error in size of one sail and furling gear which he bought in the United States and shipped to us. Thanks to the rapid and excellent service from the U.S. manufacturer replacements were sent by air from the States. The other problems were trivial and not even worth mentioning.

We delivered the Pretorian to Mr. Brown in March in Port Grimaud, and it is true that some items had to be corrected. Here is the total list as done by Mr. Brown and our works manager, Mr. Milard. I translate it:

 Adjust the foldable cockpit table which cannot lift up (on the pedestal quard).

 Make the plywood bottom of the liferaft locker (small piece of plywood).

 Aft pulpit life line gate missing (already done when list was made).

— Turnbuckle boots paid but not delivered. (We were momentarily out of stock).

- Second spinnaker cup (was not ordered with boat).

Engine crank handle? (we never deliver one as one cannot use it).

- Spare set of wheelsteering cable (were not ordered with boat).

- Spinnaker sheets (were missing).

- Suspension rod for oilskins (to hang the oilskins).

- Flag halyard (to fit on mast, was delivered).

- Tricolor masthead light with strobe (strobes are illegal in France so we waited Mr. Brown's decision before fitting it or not).
- One only mooring warp instead of two.

Two gas bottles.

- Check the engine "stop" handle.

Mr. Brown arrived in Port Grimaud on March the 27th. He informed us that on the 20th of March, 40 parcels were sent from San Francisco, of personal equipment, gear, and electronics to be fitted on his boat, by him or by Grimaud Marine, the Brookes and Gatehouse dealer. These were sent late obviously, and nine of them got lost between the United States and France. Thirty-one parcels arrived on April the 7th only and after our people sent numerous telexes and phone calls to the U.S. and everywhere necessary, (not charged to Mr. Peter Brown) the nine parcels were found and cleared customs on April the 21. One month had elapsed and certainly not by our fault.

Meanwhile our local manager, Mr. Milard, was nice enough to let Mr. Brown borrow his wife's personal car absolutely free of charge, so that he could enjoy his stay. Mr. Brown — and Mr. West — kept

the car until May the 21st.

Mr. Brown said he was not worried about our small missing items since he had a lot of electronics to be fitted by the Brookes and Gatehouse dealer. He was still waiting for goods he had bought in England just before he arrived, and he would need to spend a lot of time for all that.

On Wednesday the 27th of April Mr. Brown informed us that he had organized the hauling out of his boat to fit some electronics, speedo and depthmeters on the 28th at 1700, that the boat would be put back in the water the next morning at 8, and that we should paint during this time on each freeboard the name of his yacht in large letters. With such little notice and the timing proposed, we could not find a painter to do the job then. This did not please Mr. Brown. He then said the boat would be at Grimaud Marine and that we had to

# THE RADIAL HEADSAIL BY SUTTER SAILS



# DRIFTING

Points as close as 40° to the wind because it has a wire luff and hanks on the jibstay. There is no need to add extra gear since it utilizes your existing jib halvard.



# REACHING

More power because it's cut fuller than a genoa and has more sail area. Radial head design for maximum strength and low stretch. Good up to 20 plus knots.



# RUNNING

Better than a genoa because it's lighter, fuller and larger. Easier to handle than a spinnaker since you don't need a pole, foreguy or topping lift.



The inventors of the **Radial Head Spinnaker** continue to use their 30 years of sailmaking experience and the latest in computer technology to bring you a new sail design. The new Radial Headsail was developed specially for the needs of the modern performance-minded cruiser.

Harbor Drive, Sausalito, CA 94965 (415) 332-2510



The mating of wood and WEST SYSTEM® epoxy to achieve a totally bonded and encapsulated structure is an established concept used by amateur and professional boat builders alike. Wood resin composite boats have proved successful over the past 15 years as fast racers and durable cruisers that are low maintenance and do not suffer the problems usually associated with wooden boats. We invite you to assess the structural advantages and feasibility of boat construction with wood and WEST SYSTEM epoxy.



WEST SYSTEM® Manual, an overview of wood composite construction and the proper use of WEST SYSTEM Epoxy, \$2.00.

The Gougeon Brothers on Boat Construction, gives details of wood composite construction, 361 p. hardbound, \$20.00.

**DISTRIBUTED BY:**Voyager Marine
1296 State Street
Alviso, CA 95002
(408) 263-7633

AVAILABLE AT:
Boaters Supply
635 Bair Island Road
Redwood City, CA 94063
The Foredeck
11373 Folsom
Rancho Cordova, CA 95670

Easom Boatworks
Gate 1, Marinship
Sausalito, CA 94965
Whaie Point Marine
138 Tennessee
Vallejo, CA 94590
Fiying Hawaiian Marine
200 N. Front Street
Rio Vista, CA 94571
John Beery Dist. Co.
2415 Mariner Square Dr.
Alameda, CA 94501

**DEALERS WANTED** 

# DATSUN MARINE DIESEL

LDM4-55

**List** 5895.00

Sale 5350.00

4 cylinder, 55 h.p.
5 main bearings
Overhead cam
Fresh water cooled
Borg Warner Transmission

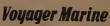
# **VOLVO DIESELS**

"Ruggedness and Reliability"

MD11D	25 h.p.	2 cyl.	4005.00	3539.00
MD17D	36 h.p.	3 cyl.	5740.00	4799.00
MD21B	61 h.p.	4 cyl.	7995.00	6699.00

\*Fresh water cooling available

"Installation, Parts & Service"





1296 State St., Alviso, CA (408) 263-7633

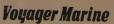
# '83 YANMAR DIESELS New World Engines



2GM

				LIST	SALE
	1GM	7.5 HP	154 lbs.	2600.00	2200.00
	1GMF	7.5 HP	165 lbs.	3000.00	2600.00
	2GM	15 HP	220 lbs.	3230.00	2780.00
	2GMF	15 HP	238 lbs.	3410.00	2930.00
	3GM	22.5 HP	287 lbs.	3800.00	3250.00
	3GMF	22.5 HP	304 lbs.	4080.00	3500.00
	ЗНМ	30 HP	348 lbs.	4240.00	3640.00
	3HMF	30 HP	368 lbs.	4655.00	3990.00
	2QM15	15 HP	320 lbs.	3190.00	2750.00
	2QM15F	15 HP	340 lbs.	3590.00	3100.00
	3QM30	33 HP	573 lbs.	4520.00	3860.00
Ĭ	3QM30F	33 HP	639 lbs.	4800.00	4100.00
F	denotes f	resh water	cooling		

"INSTALLATION, PARTS & SERVICE"





1296 State St., Alviso, CA (408) 263-7633

manage to paint the name there. The painter did the job uncomfortably from a dinghy on May the 3rd.

On Sunday morning the 8th of May I went personally to Port Grimaud to see Mr. Brown where he was moored at Grimaud Marine. He told me how pleased he was with the boat, and we chatted for one hour. He showed me some of the items he had bought in the U.S. He asked me to finish the little works we had to do, which were no problem for us, and we left each other very happily over a drink to celebrate his new boat.

On May the 13th Mr. Brown came back without notice from Grimaud Marine to our place and requested impatiently to have "his" berth. Mr. Milard replied impatiently — and wrongly — that there was no such thing as "his" berth, that we had four available company berths for 12 needed, and that we had to pay all the others like everybody else, and that he needed some time to get organized.

Mr. Brown phoned me angrily saying that his patience was exhausted and that he did not like to be insulted. I told Mr. Brown that nobody wanted to insult him, that in Port Grimaud like everywhere on the Riviera berths were difficult to find, and that after all we had done to help him with his parcels, etc. he should not put the blame on us for all the difficulties he had with all his things coming too late from the States, and that we would do everything to help him.

From this very minute Mr. Brown refused to speak to Mr. Milard anymore, and later corresponded with him via Miss Gunderson or via a German customer, Mr. Miller, who was in Port Grimaud. We finished the little works on his boat and Mr. Brown still remained in Port Grimaud until the 21st of June at Grimaud Marine. So it was really not necessary to be so suddenly upset against us. Mr. Brown paid us via Miss Gunderson the invoice for various items he had bought from us, and it can be noticed on this invoice that we did not charge one single hour for all the works done. The last thing we heard from Mr. Brown is that he went himself on our recommendation to our supplier, Accastillage Bernard, in Cannes, to order for 2.000 FF of fittings. When the fittings arrived he refused to take delivery of them, so we have 2.000 FF of useless inventory.

The statement of Mr. Brown that he needed to send "a great deal of equipment from home, as the equipment here is generally more expensive or not available" is wrong, and shows Mr. Brown's little experience, if any, of Europe. There is plenty of excellent European equipment available, and there is plenty of American equipment distributed in Europe. When you compare the cost to buy these in the United States and airfreight them over with the price they are sold here, it is not worth the worry and it is better to buy them on this side.

To conclude this affair I hope that Mr. Brown is now enjoying his cruise, and I wish to have with him the same friendly relations as those I enjoy with all my customers, many of them having bought two, three and some four boats successively from us. Please feel free to communicate with all our dealers and to ask them any address of any customer. Certainly my recommendation is: if you send 40 parcels from the States, send them well on time; many small misunderstandings, irritation due to fatigue, impatience, loss of time, will be avoided. Another thought which comes to my mind is the following: who was that great statesman who said:

"Anything excessive is of no importance".

President Chantier Henri Wauquiez 95420 Mouvaux, France

### **HOW THE MIND FUNCTIONS**

Upon arrival home from my five month wintering in Southern-California and Baja, I was presented with a carton of the usual out-of-date promotional flyers, a few past due bills, and all my back



# **LEADING EDGE SAILS**

Your Full Service Loft on the Peninsula

1125 North Amphlett
San Mateo, California 94401
(Across 101 from Coyote Point)

FINEST IN CUSTOM RACING AND CRUISING SAILS

Boat Storage Available — (415) 347-0795

Call Steve Toschi For Sails



# JOHNSON HICKS

543 SEABRIGHT AVE., SANTA CRUZ, CA 95062 (408) 423-2309

> INVENTORY **CLOSE-OUTS**

# HELLY HANSEN

FOUL WEATHER JACKETS UP TO \$52.00 VALUE

*\$2095* 

FLOTATION CUSHIONS \$12.00 VALUE \$5 EA OMEGA SWEATERS \$22 JERRY-JUGS 35% OFF LIST

SALE PRICES SUBJECT TO STOCK ON HAND

# **BOSTON**

4" BRUSH BRASS CLOCK WAS \$125.00 SALE \$7833 4" BRUSH BRASS BAROMETER

WAS \$145.00 SALE \$9486

# **POWER WINCH 412C**

WITH DAVITT REG. LIST \$579.27

REDUCED TO \$359

# LECTRA SAN

WASTE TREATMENT LIST PRICE \$595.00

SALE PRICE \$420

ROD HOLDERS AFI REG. \$25.95 NOW \$1341

FISH ON REG. \$34.95 **SALE** \$2095

- \* ALL PERKO RUNNING LITES 25% OFF
- \*ALL AQUAMETER COMPASSES 25% OFF
- \*ALL DAVIS IN STOCK 30% OFF
- \* ANCHORS, J&N, DANFORTH, HOOKER 30% OFF
- \*MASSIVE SAVINGS ON HARDWARE 30-50% OFF OUR LOW PRICES

CALL OR COME IN FOR THESE SPECIALS (408) 423-2309

# CRUISE 'n CARRY

12-Ib. OUTBOARD MOTOR AIR COOLED

**ONLY \$265** 

# SAHARA

KEROSENE HEATERS 50% Off List \$150.00

NOW \$75

# HI SEAS

DIESEL HEATER \$100 OFF LIST

SALE PRICE \$370

# GARELICK

OUTBOARD MOTOR BRACKETS ALUMINUM REG. \$101.00

REDUCED TO \$8989

# SETH THOMAS

4" QUARTZ CLOCK — BLACK BEZEL 4"BAROMETER

LIST \$90.00 SPECIAL \$68

**AQUA SIGNAL** CHARTLIGHT

SUGGESTED LIST \$39.95

SALE PRICE \$2795

TORRID HOT WATER HEATER

LIST \$265.00 **SALE** \$192

GARELICK HELMSMAN'S CHAIR

NAUGHAHYDE LIST \$69.00

SPECIAL \$4995

# Thank You!

We at C&G Marine would like to thank the Northern California sailing community for their tremendous acceptance of our new WINDJAMMER SAILS. However, due to the large, and quite unexpected, number of orders taken, we have had problems with delivery. We know it was difficult to wait for those new sails once summer finally got here, but our customers were very patient! Again we say . . . Thank You.

# WE ARE HAPPY TO SAY THAT OUR DELIVERY IS NOW BACK TO NORMAL



318 N. Harbor Drive Redondo Beach, CA 90277 (213) 372-9836

Look for us at the Bay Area Boat Show, San Leandro Marina, September 14-18. We will be offering a SHOW DISCOUNT on our already low prices, making our fine, imported sails an exceptional value.

# windjammer sails

804 Kennedy St. Oakland, CA 94606 (415) 533-6980

P.O. Box 6686 San Diego, CA 92107 (619) 226-2131



See Us at the San Leandro Boat Show September 14-18 We Have Discount Tickets!

Fore Malt Deck Shoes



**MODEL 2001** \$34.95

French Sailors **Pullovers** 



100% Cotton, made in France. Blue & white. Sizes XS-XXL

\$19.95









Keep your boat looking new all season long with Seapower Marine Products

LIST	ONLY
CLEANER WAX SQ1 QT7.95	5.76
SUPER POLY SEALANT SPS-0.8.95	6.50
WASH-N-WAX SWW-12.95	1.99
VINYL, RUBBER, LEATHER	
RESTORER SR-1 8 OZ3.29	2.39
METAL POLISH SMP-17.95	5.75



**Electro Marine Systems Inc.** 



SELF POWERED KNOTMETER Now Only \$99.00!

OTHER INSTRUMENTS AVAILABLE

# **ANNOUNCING** WHALE POINT **YACHT SALES**



**LISTINGS NEEDED** (415) 237-0635

# MT 900







55 Channel VHF Radio 20 Channel Scanner

MT-5500

List 429.00 Now \$289.00

# **HYE HARNESS**



List: \$39.50

SALE \$28.95

# TEAK WONDER



SEALER	REGULAR	SALE
Quart	9.25	6.99
Gallon	35.50	27.95
CLEANER		
1/2 Gallon Kit		6.49
2 Gallon Kit	32.50	24.95
Trim Kit	13.05	10.05



UP TO 40% OFF

New Edition S.F. BAY CHART #18652



Regular \$4.75.... NOW \$3.99

Prices aubject to changa. Soma Itema special order only. Cell for availability. Cash or Check ONLY on Sale Itema

110 WEST CUTTING BLVD POINT RICHMOND, CA 94804 (415): 233-1988

**HOURS:** MON-SAT. 9-5 SUN 10-4 OPEN 7 DAYS A WEEK

138 TENNESSEE. VALLEJO, CA 94590 (707) 557-1699

copies of the magazine. The letter from Bob Bundy of Dans'l (ex) in Volume 68 struck a chord.

He exhibited a most positive sense of priorities. A few years ago my situation was slightly similar with the same end result. My 38-ft cutter, *Un Canadien Errant* encountered a reef and slipped beneath the surface in a matter of moments. Although I did not turn off the engine — it had already gulped a choking amount — I did wade chest deep into the sinking hull to retrieve my passport, and took the time to switch off the radar set lest salt water damage the live circuitry. Yes folks, that's how the mind functions when you are about to kiss everything that you own goodbye.

A compass was the only fitting to be kept from the meager pile of salvage brought up by divers. That was to become the humble beginnings of that which is now my new home. As I believe that one must have one's priorities straight, the premier expenditure at hand was the purchase of a new set of drafting instruments. Less than two months after returning to Canada I had a new vessel — in the guise of a very sorely neglected 41-ft ex-fish boat. Thus I began again. I won't give up the cruising life for the same reason as others who have endured similar 'temporary setbacks': it's just too damn much fun. And yes, there was no insurance.

As a point of interest, I turned over the salvage rights to a Northern California resident, who has on more than one occasion had to appear on the beach, shotgun in hand, sheriff in tow, to confront

looters in the guise of sport scuba divers.

P.S. For the benefit of other Canadian readers in the Vancouver area, my subscription is sent to a United States postal box. Point Roberts is virtually out, as there is a two hundred name waiting list. I am not certain of the situation in Blaine, but there were no problems at Lynden. I later send my copies over to the Island for the benefit of others.

P.P.S. Should any lady sailor be interested in an "unusual"

voyage, my name is on the "Men Wanting A Crew" list.

Wil J. Granner m/v Jeannie H Lynden, WA

#### **THAT EMPTY FEELING**

The annual Boreas Race from San Francisco to Moss Landing was an exhilarating and tragic affair this year.

Exhilarating because over fifty vessels competed this year. The winds and seas for that downhill run were made to order. They

pushed the racers towards the finish line in good time.

However, it was a tragic day in Moss Landing Yacht Club history since the ultralight Wadical Wabbit disappeared with all hands and leaving no trace. The loss of John Lusher, Coastal Boat Broker and past commodore of the Elkhorn Yacht Club, along with Sanford Delano, and Steve Cook (experienced TransPac racer), has left a void in the lives of many of us in the Monterey Bay.

It has been the only time in twenty-five years of sailing that I've truly felt seasick. The empty feeling in my stomach will not go away, for it does not seem that the sailing conditions of that day warranted the loss of our friends. It is true that the vessel Wadical Wabbit was not designed for open coastal work. Yet how often do we read accounts of small boats and even dinghies making incredible ocean voyages? On the other hand, of course, there are countless stories of well founded craft being lost at sea.

The lessons learned from boating tragedies are countless. As a marine surveyor my number one job is geared towards furthering the development of safety in and on the vessels we choose to sail. Could these men be here today if their safety gear operated properly, or if they had the forethought to consider more safety equipment in their

# NOW YOU DECIDE WHEN TO PAY FOR BOAT INSURANCE

New Bedford
Insurance Agency
Presents
Your Choice of
Four Premium
Options:

OPTION 1:

PAY YOUR PREMIUM IN FULL

# **OPTION 2:**

PAY YOUR PREMIUM IN TWO INSTALLMENTS

# **OPTION 3:**

PAY YOUR PREMIUM
IN FOUR INSTALLMENTS

# **OPTION 4:**

PAY YOUR PREMIUM IN TEN INSTALLMENTS



NEW BEDFORD INSURANCE AGENCY OF CALIFORNIA, INC.

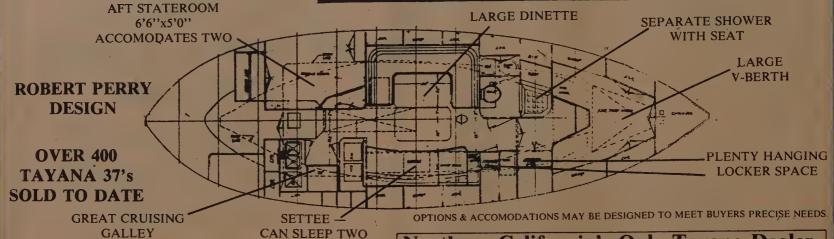
(415) 626-4921

335 NOE, SAN FRANCISCO, CA 94114

# NEW... Only at WINDSHIPS TAYANA 37 CUTTER

**MARK II** 

**NOW AT OUR DOCKS!** 



\$77,250.00
As Little as \$683.15 Per Month

L.O.A.: 36'8''
L.W.L.: 31'0''
Beam: 11'6''
Draft: 5'8''
Fresh Wtr Cap: 100 gal

Sail Area: Cutter Main: 341 sq ft Jib: 292 sq ft Jib Stys'1: 230 sq ft Fuel Capacity: 100 gal Mast Height
Above Waterline:
Cutter: 55'0''
Ballast: 7,340#
Displ: 22,500#
Headroom: 6'5''
Berths: Sleeps up to 8

Northern California's Only Tayana Dealer

# WINDSHIPS

of 54 Jack London Square

Oakland

(415)834-8232

# SUPERCAT COMES TO SAN FRANCISCO BAY!



# SPECIAL INTRODUCTORY PRICES DIRECT FROM THE FACTORY F.O.B. IRVINE, CA

 SUPERCAT 15
 base \$2995.00
 SUPERCAT 19
 \$4995.00

 SUPERCAT 17
 \$3995.00
 SUPERCAT 20
 \$7995.00

Fleets are now forming, & we are looking for Fleet Managers. Supplement your income & get use of a brand new Supercat for Free!!

CONTACT: DON KOHLMAN

(415) 523-0988

inventory? Would a cannister liferaft, an emergency radio beacon, or wetsuits with positive flotation devices have changed the picture?

Should racing committees oblige vessels to carry more safety oriented gear? Should they screen questionable boats? It is true that the more regulations there are the more expensive racing becomes, which certainly limits the amount of sailors and craft that can participate in such an exciting sport.

The bare facts remain, that no matter how much sea time one has, or equipment on board, the sea is almighty. It deserves all the respect one can give it. There is no one to blame for the loss of the *Wadical Wabbit*. The committee did raise questions as to the suitability of the craft. The designer as well as myself tried to discourage the vessel from participating. The ultimate decision as always is up to the captain and the crew.

I certainly hope this tragedy will cause sailors in the future to consider their vulnerability while in the hands of the sea and take extra precautions to insure their own safe finish. As sailors and adventurers we know our time will come somewhere, someplace. It won't matter how prepared we are — or will it?

Joseph W. Rodgers Marine Surveyor Santa Cruz

## □WHO HAS 38'S IN FRANCE?

I just returned from France where I was lucky enough to pick up a June issue of your magazine. Your fame seems to be spreading far and wide.

I would like to take issue with Peter Brown's letter in which he derides Henri Wauquiez's manner of launching and commissioning his new hoat

I, as an ex-attorney, and you, as an editor, know full well that there are always two sides to every story. His letter might leave the impression with some of your readers that he got screwed along with another Bay Area resident in the delivery of his new boat.

I suggest that if you contact Mr. Hank West that you will no doubt find that he does not want his money back, that he is in fact quite pleased, and that what Mr. Brown states is totally untrue. If you were to check with the local dealer, Mr. Jonathan Cykman, you would find out that he is not upset, and that what Mr. Brown says is totally untrue.

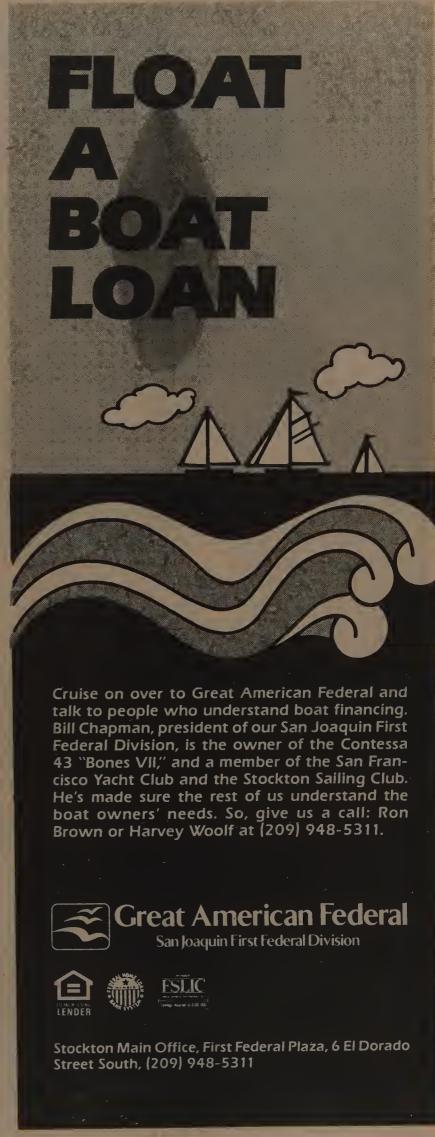
We have sold over 34 Wauquiez-built boats in the last two years. If any of your customers or readers would care to select any name from our owners list at random, I will be happy to put that concerned party in contact with the owner and let him hear his comments about the quality of the boat, and the way Mr. Wauquiez follows up on warranty claims.

If you have room in your next issue I would appreciate it if you could publish Henri Wauquiez's address so that any concerned reader could write him and find out what really transpired. I think that would only be fair since by the publishing of Mr. Brown's unsubstantiated letter you have left the inference that Henri Wauquiez took him to the cleaners.

Thank you for your attention to this letter, and, as always, for a great magazine.

John Carson Seattle

John — I like to think that our readers are sophisticated enough to realize that there are two sides of the story — even without having heard the other side. No doubt you've seen that we published Mr. Wauquiez's letter in this issue.



# SEABREEZE YACHT CENTER, INC.

HAULOUTS Call About Our Reasonable Rates





LIMITED OFFER -

First Come, First Serve. ONE MONTH'S FREE BERTHING. on approval of credit & Standard Berthage Agreement.

- 20% Off On All HONDA Outboards Prepaid Orders
- 25% Off Selected Bottom Paint & SeaShield Zincs with One of our Quality Bottom Jobs
- One FREE Layday for All Current Yacht Club Members

# ANNOUNCING!

JUST APPOINTED NEW DEALER for E-Z LOADER TRAILERS - CALL ABOUT OUR INTRODUCTORY DISCOUNTS -

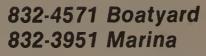
# **OUR COMPLETE SERVICES INCLUDE:**

\*NEW SERVICE: 40-ft Low-Boy Tractor-Trailer for Boat Transport

- 40 Ton Travel Lift
- Fiberglass Repair
- 140 Berth Marina
- Restoration

- Prop Shaft, Strut & Rudder Work
- Marine Railway to 60-ft
- Hull Painting Including L.P.U.
- Rigging, Stepping & Unstepping of Masts
- Wood Working
- Hull Repair & Maintenance
- New Construction & Reconstruction

We Feature Z-SPAR Marine Finishes & Other TOP QUALITY Marine Products

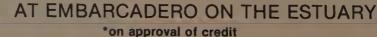


SEABREEZE YACHT CENTER, INC.

Authorized 

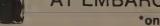
> Outboard Dealer

280 - 6th AVENUE OAKLAND, CALIFORNIA 94606





MASTERCARD.



# THE NEW MODEL YEAR IS HERE!



MAINSHIP 40 \$149,500! Twin Diesel 7.5 K.W. Generator, 3 burner stovel oven, stereo, two heads, windlass, full upper deck canvas!



Dozens of brokerage and trade-in boats at greatly reduced prices!

# **ASK US!**

# HUNTER'S NEW LOOK!

In stock



Hunter 31 Diesel, Cruise Pak, hot and cold pressure water, pedestal steering, 34 foot performance and comfort in a 31 footer.

In stock



Hunter 34 Diesel, sails, self tailing winches, hot and cold pressure water, pedestal steering. Over 300 sold first year. Come see why!! \$51,400

In stock



Hunter 27 Inboard, pedestal steering. Pressure water. Over 1,000 sailing, come see why. \$27,000

# MORGANI

In stock



Morgan 45 Style with speed. Maxi racer performance, elegance and comfort and quality, a combination you must see because there isn't anything else like it. \$159,900

In stock



Morgan 36 First one on the west coast. Nelson Marek, S.O.R.C. winner. The production boat that proved you can have "one off" quality and performance at a production boat price. Sailaway plus electronics and options, \$87,900

In stock



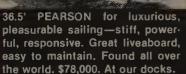
Morgan 384 Proven Bluewater Cruiser, Ted Brewer design. The unusual combination of full keel stability and fin keel performance. Reliability that has made Morgan the number 1 choice for investment and commercial charter use. \$99,900 Sailaway.

Margan Funter - Wainship L'Erokerageu Nepo Halling Displey

2415 Mariner Sq. Dr., Alameda, CA 94501 (415) 523-4344











32' SANDPIPER. Bullet proof aluminum pocket cruiser/racer. Lipton Cup winner twice. Outstanding value. \$35,000.

32' ERICSON. 1973. Beautiful custom interior — like new — kept to perfection. Owner will consider small boat in trade. \$33,950.

44,000 37,000 74,500 65,000 22,500

125,000 . 99,900

135,000

BOATS

\$19,000 . 18,000

13,500 49,000

65,000

34,500 Offers

o 44,500 on . . Offers

# WE HAVE A LARGE SELECTION OF BROKERAGE BOATS

32' Columbia

BROKENAGE, FOR SAIL	02 00101110101111111( <del>-)</del> 1111
21' O'Day \$6,000	33' Sandpiper
24' Yankee, Sparkman9,800	35' Coronado
24' C&C, 1976(2) from 14,500 *	35' Lion
	35 <sup>h</sup> Fantasia
	37' Irwin
	38' Alden ketch
	40' Columbia, 1967
	41' Columbia, 1974 f/g sloop
	43' Polaris (new)
	43' Yawl
	47' SS Yawl
	BROKERAGE, COMMITTEE B
	22' Wellcraft
	26' Salmon Dory
	28' Trojan
	31' Silverton
	31' Seahorse Fisherman
	34' Seahorse Sedan
	36' Chris Connie
	47' Custom Diesel Trawler
	48' Raised DeckReduced t
	51' Houseboat, Holiday Mansio
	Repo
* AT OUR DOCKS	REPOS AVAILABLE
	21' O'Day

# SANTA FE YACHT SALES

320 WEST CUTTING BLVD. • PT. RICHMOND, CA 94807 (415) 237-3251

# JIM McGINNIS INSURANCE

# THE EXPERT THE EXPERTS USE

- ★ PROVIDED COVERAGE FOR THE 1982 SINGLEHANDED TRANSPAC
- ★ THE LEADER IN
  WORLDWIDE CRUISING
  COVERAGE. We Have Insureds At Ports All Over
  The World. (call for free reprint of our recent article on cruising insurance)
- **★ LOWEST RATES**
- ★ QUOTES FROM AS MANY AS 7 DIFFERENT COMPANIES (same day response)
- ★ OLD-TIME SERVICE YOU DEAL WITH JIM

"My services as a specialist in marine insurance do not end with delivery of this policy. In the event of a loss, it is my job to see that you get a fair and prompt settlement. I can be reached day or night, seven days a week."

(415) 388-5048

MCGINNIS INSURANCE SERVICES, INC. 110 BARBAREE WAY TIBURON, CA 94920

#### **PARE YOU KIDDING**

John Colley asked in Volume 74 if the big step to living aboard cuts into sailing time because, "it's too much bother to secure a liveaboard for sea". Definitely not. In fact, just the opposite is true from our experience. Joyce stows the coffee pot, bake/broil oven and TV, and wedges the geranium plant between the faucet and bulkhead in the head. Meanwhile I unhook the water, electric and telephone umbilicals and we're ready to go in ten minutes — fifteen at most.

Compare this with running around the house — like we used to — collecting clothing, food, booze, etc., and then transporting them to the car, driving to the marina, unloading the car and stowing them onboard. Are you kidding, John?

P.S. Living aboard is not "a big step". We enjoy it as much as reading Latitude 38 every month.

Bill Wight Aboard Forever Ballena Isle Marina

Bill — John's was not that silly a question. We've seen some people move aboard so comfortably it would take three weeks for them to get ready to sail. Ironically a couple of these were at anchor in Mexico.

But in general we'd have to agree with you, most liveaboards are ready to go sailing in 10 or 15 minutes — we always were. And make no mistake, it is a great, great way to live, which is probably why the BCDC is trying to stamp it out.

#### **THE WAY I SEE IT**

I couldn't help but notice your illogical response to the clever, and classy ad done by Pt. Bonita Yachts recently. Mr. "ARM" ["A Real Man"] of Sausalito would have us believe that all of the women sailors reading Latitude 38 should remain barefoot and in the galley. I understand from Pt. Bonita Yachts that a number of female sailors have responded positively to their ad and its model.

I find it more unfortunate that a publication that normally displays a more cogent and objective viewpoint would respond to Mr. "ARM" in such an agreeable manner. If we were to extend your argument, all male models should be eliminated from the sailing equipment ads less a gay boat owner should respond — there are hundreds in the Bay Area alone. And of course, Mr. Non-Quiche is incapable of responding to the natural beauty of a well-formed physical body without attempts at degrading what he apparently cannot appreciate. Perhaps all sailing articles should feature models from *Playboy* publications and Sausalito's version of the "unreal man" would be more visually pleased.

The sailing community is known for its objective and more openminded approach to all peoples of the world. This hasty generalization that a good-looking male model infers Castro Street residence and preference belongs on shore, not sailing with us all on the Bay and elsewhere.

Chris Brandmeir A More Real Person

Chris — Aren't you looking for trouble where there really isn't any? "A Real Man" said he "admired" the idea of Mr. June. There's nothing derogatory to women or gays about that. Wasn't he just suggesting that turnabout is fair play and that it was time for Pt. Bonita to feature a female model for a change?

Well, okay, "A Real Man" is a bit of an inciting way to sign one's

name.

But frankly we assumed the whole thing was a bit of a joke and



and the

# **BIG BOAT SERIES**

A Play to Win in Five Acts

Last Year's Cast Included:

Bullfrog • Swiftsure
Jumpin' Jack Flash

Zamazaan • Great Fun

Annabelle Lee

Irrational • High Risk

Lois Lane

Monique • Immonette
Shenandoah

Auditions Now Being Accepted

Runners and Guys Cloned

(415) 332-5757 200 GATE 5 ROAD SAUSALITO, CA

Designed by Robert Perry

32, 36, 41, 43, 47



See the UNION 36 at the San Leandro Boat Show 14-18



OCEAN YACHTS

1155 Embarcadero, Oakland, CA 94606 (415) 465-6060

custom marine canvas and upholstery

# the CANVAS shop

Specializing In GORGEOUS SPRAY DODGERS



3118 California Street, Berkeley 94703 (415) 644-1347

# **LANDFALL 39' CUTTER**

**Buy Direct from Importer & SAVE!** 



Demonstrator for Sale — \$75,000

based our "illogical" reply on that assumption. You see the sailing community is known for its pranks within the ranks, and the owner of Pt. Bonita is the all-time uncontested prankster, provocateur, R.F.'er, and shit-stirrer. No doubt somebody saw the string of male models as an easy opportunity for a little revenge.

#### **MARTINEZ HAS IT ALL**

Martinez needs no defense; but sailors do need a few wits.

Saturday, July 23, a 34-footer tied up on the wrong side of the guest dock. It was high tide, the bottom about five feet below his waterline. Bliss.

Some local suggested trouble. He hadn't much to lose — not his boat. The owner was reluctant to move until the local marina yokel suggested he try his depth-sounder.

It only took the sailor about four minutes to get underway. He sailed in, and threw out his lines although he hadn't quite gotten around to visiting the marina office yet. Bliss. Good times with the friend on the other side of the dock — in deeper water.

One of the incredible marvels of ignorance is that there is so much vet to learn if curiosity exists.

P.S. In 25 years of scrounging for boatstuff all over the Bay Area, what should open up in the marina complex at Martinez but the most complete marine nuts and bolts and screw shop I have ever visited. Once upon a time 100-mile forays to Sausalito, San Francisco, and Oakland were the order of the search. No more. Martinez has it all, or it can be ordered from anywhere.

Carl Dorman
Outrageous
Martinez

## **□YOU MEAN PLIL?**

Could you possibly tell us the whereabouts of Phil Howe? We are very good friends and haven't heard from him since a letter saying he'd be in Lahaina months ago. He was always very good about keeping in touch!

Jeanne St. John Aptos

Jeanne — He used to be good about keeping in touch, because he's been back from Lahaina a long time now. Last we heard he'd headed down south for a month or so with the Freeport 41, Barbara Ann. If he contacts you, tell him we have a check for him.

#### □ RECOGNITION

While recently sailing my 34-ft sloop through the Bay on my way out the Gate, I noticed a ketch of similar length on a port tack in a crossing situation with collision potential. After taking a few bearings it became increasingly apparent that we might collide unless one of us altered course. Since I was on a starboard tack I waited for the ketch to change course. It didn't, so I did — just in the nick of time.

Such an incident on San Francisco Bay may hardly be worth writing about. However, as I passed by the ketch, my mild annoyance turned to something much more intense when I heard this big voice, with an air of righteous indignation, shout "We're racing".

Although the absence of even a hint of a thank you from the ketch does less than nothing for cruiser-racer relationships, for me the central issue of this letter is related to recognition — of another kind.

On a weekend Bay loaded with sailboats, I've found it frequently difficult to distinguish between boats racing and cruising. During the above incident there were no other boats on a similar course near the ketch, and even if there had been, there are times when several boats are sailing together in the same direction that aren't racing. Also, like



WE PLEDGE TO BACK EVERY PRODUCT
WE SELL WITH PERSONAL, INHOUSE TECHNICAL SERVICE.

RICH WILDES CAL-MARINE
ELECTRONICS CORPORATION



SERVICE.

1424 LOMBARD STREET SAN FRANCISCO, CA 94123

(415) 673-2552

# Required reading for the sailing expert.

(And those who) would like to be.)



### THE 1984 N/F CATALOG

Just received from the printers...152 pages... many new items this year... informative charts, diagrams and tables.

PICK UP YOUR FREE COPY FROM YOUR MARINE DEALER

OR

Send Nicro/Fico \$2.00 and receive your catalog plus the following:

- □ N/F Basic Sailing & Rigging Guide (regularly \$1.00)
- □ N/F Fitting & Rigging Guide (regularly \$1.00)
- □ N/F Spinnaker Booklet (FREE)
- ☐ N/F Guide to Better Ventilation: Power or Sail (FREE)



Nicro Corp., Dept. RW 2065 West Ave. 140th, San Leandro, CA 94577

# Yacht Insurance DON'T LOOK ANY FURTHER!



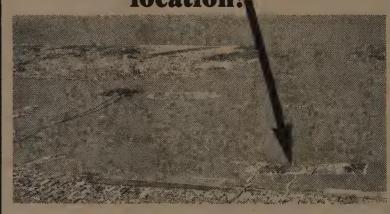
A Professional Insurance Service in the Bay Area since 1952

BROADEST POLICIES

Sausalito Office: (415) 332-3855

# UP THE CREEK?

Are You Chartering Boats on the Oakland Estuary and wasting part of your charter day commuting to the Bay? You could be chartering directly on the Bay in Berkeley and adding up to two full hours of real sailing to your day. Discover OLYMPIC CIRCLE SAILING CLUB's fleet of fine yachts from 24' to 42' available at fair rental rates. Call Today for our free brochure on Lessons & Charters and compare our prices. There is no comparing our **location!** 





OLYMPIC CIRCLE SAILING CLUB

#1 Spinnaker Way • Berkeley Marina Berkeley, CA 94710 (415) 843-4203

Call for FREE Brochure

843-4200 LESSONS — CHARTERS



many skippers not into racing, I'm only vaguely familiar with some of the racing areas in the Bay, while I'm even less aware of racing time schedules, especially club races.

If only racing sailboats and their courses were as clearly distinguishable as road racing cars and their courses. That's obviously not too likely, but some sort of markers on boats actually racing on the Bay would be a big help.

Are there such markers, like racing flags, displayed on each sailboat actually racing? If so, I'd sure like to know about them. If not, why not?

Larry Wonderling Berkeley

Larry — If the guy was on port tack and wanted you to yield to him, he certainly owed you a hail well in advance — to say nothing of a "thank you" as he passed. The unvarnished truth is that many racers are rude and discourteous to non-racers. And they all admit it.

Boats do race all over the Bay, and as you say are sometimes hard to distinguish from the other boats. This would be particularly true with a ketch, since very few of them race.

The only boats carrying flags that indicate they are racing are the Handicap Divisions Association (HDA) boats, which fly small numeral pennants from their backstay to indicate their class. This according to Kitty James at the YRA office.

Frankly the best hope for better relations lies with the racers.

#### □FLAG DAY

This is an open letter to all San Francisco Bay racers and their various organizations.

I have a pet peeve, and it is where do we racers get off yelling at other boats to "Get out of my way, I'm racing". This is just plain rude behavior. I especially don't like it since I am often racing also.

As racers we have two obligations; one is to give each other room to sail depending on the applicable USYRU rule; the other is to treat the non-racer according to the inland rules of the road. In neither set of rules is there any mention of a boat having rights just because it is

Since it is sour grapes to just bitch and not offer a suggestion or two towards solving a problem, here are my suggestions:

1. If you must yell for rights, at least include the word please

in your request

2. Why not have all boats racing fly a flag of some nature? I am sure that the rest of the world will give us room to race if they can tell who we are. I suggest a green flag with a white dollar sign and fouled line design.

Now that I have this matter off my chest, I would like to thank Latitude 38 for the job they are doing, and wish all sailors a good summer.

John Super Islander Bahama #468 Constellation San Francisco

John — That's a pretty good idea you've got about a racing flag design. Maybe one of the flagmaking folks will come up with a sample, and we'll market them at cost.

## **THE UPS AND DOWNS OF SAILING**

As a crewmember of Myron Erickson's big, black C&C 41, Impetuous, I have had the immense displeasure to have experienced the same malady as Al Wasserman described in "Coming Up". I

RIGGING & ELECTRONICS

# OFF-SHORE EQUIPMENT CONSULTATION

- New Boat Commissioning
- Equipment Installation
- Hood Roller Furling
- Adler Barbour Refrigeration
- Quarterly Maintenance Program
- Complete Electric Service

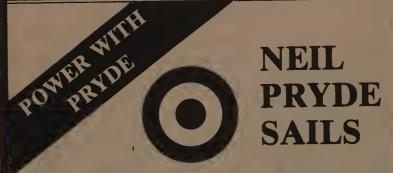
  WORKSHOP AT MARINSHIP YACHT HARBOR,

SAUSALITO

Call Bob Evans

(415) 332-6040

# 3020 BRIDGEWAY SAUSALITO, CA 94965



# THE HIGHEST QUALITY CUSTOM SAILS FOR RACING AND CRUISING

AS THE WORLD'S LARGEST SAILMAKER,
PRYDE CAN BUILD A SAIL TO YOUR
SPECIFICATIONS, WHETHER YOU SAIL
A LARGE OR SMALL YACHT,
RACE OR CRUISE.
WE OFFER RUGGED CRUISING CLOTH,
U.S. RACING DACRON OR MYLAR.

WE HAVE CRUISING
SPINNAKERS, ('SPANKERS') and
STORM JIBS (HIGH VISIBILITY ORANGE & WHITE) IN
STOCK FOR QUICK DELIVERY.

Call Jim Leech

(415) 332-6167

# Sobstad's World Class Sailmaking Comes to San Francisco Bay

Bay Area racing & cruising sailors can now take advantage of true world-class sailmaking technology at Sobstad International's newest facility in Point Richmond.

Sobstad sails are used by sailors who take their racing seriously. *Kialoa, Locura, Freedom, Liberty, Great Fun, Carat, Sorcery* and *Lois Lane* are a few who rely upon Sobstad's advanced design and construction techniques for a winning edge.

Sobstad's exclusive new racing and cruising fabrics are on the shelves. Sobstad's designs and cutting grids are in operation and Steve Jeppesen has joined the staff as consultant to the IOR fleet.

Visit the new Sobstad loft (in the former DeWitt Sails location) on the water in Brickyard Cove, Point Richmond.



1230 Brickyard Cove Road Point Richmond, CA 94801 415/234-4334 or 415/234-8192

U.S. Lofts: Torrance, CA · Newport Beach, CA · San Diego, CA · Seattle, WA Old Saybrook, CT · Mamaroneck, NY · Miami, FL · Chicago, IL International: Australia · New Zealand · Canada · Japan · Switzerland

would like to express my deepest, heartfelt thanks to Mr. Wasserman for showing me I'm not the only one on the Bay to feed the seals. Needless to say, it's a humbling experience to be the only one on the boat who's "blowing the cheese" on our 'little' Bay. I mean, it's not even the real ocean!

But loving sailboats as I do, the excitement of racing, and having the chance to sail with a great crew, I stuck it out and kept coming back for more. Being sick isn't a lot of fun, but it was probably worse for the rest of the crew. Watching someone puke can't be anyone's idea of a good time. But I have been saved! The acupressure bracelet, combined wth prescription doses of phenergan and ephedrine, have made sailing really enjoyable.

Continued accolades: I would like to add my praises to everyone else's regarding your mag. It's so good I even have a subscription. But I would like to see more of the articles about the various types of boats on the Bay, i.e. Hawkfarm in Volume 68. Someday I hope to have my own boat and your articles are really helpful.

Ken Leslie Foredeck crew, Impetuous

Ken — Every month when we get enough space we run a feature on a Bay classic. Next in line is the Santa Cruz 27, truly a milestone boat in the history of sailboats.

Don't feel bad about getting sick in the ("not even the real ocean") Bay. Last month we did the Santa Barbara to King Harbor Race. Debbie, one of our crew (see picture below left), got sick before we even got out of the harbor. Of course that was probably due in part to the heavy gatoring instigated the previous night by another one of our crew, Laurie, pictured below at right.





#### **FEEDBACK**

I am writing in the hope that this will arrive before the next issue goes to press, as many of your readers may wish to take advantage of the superb seminar on Offshore Cruising being offered this month and next by John Neal and Sue Frederickson, R.N. Having just attended the session in Sausalito, I wish to stress how impressed I was with the detail; accuracy and comprehensiveness of the material as well as with the focus and clarity of the presentation. There is no substitute for in-depth technical expertise backed-up by extensive practical experience, particularly when these are combined in the persons of excellent teachers.





# SEPTEMBER CRUISERS SPECIAL



SHIPMATE
Satellite-Navigator
RS 5000DS
\$1995.00

Now the leader in quality Satellite Navigators is priced to where there is no reason to buy a unit of lesser quality.

During the month of September, we are offering free installation and hookup of unit when you purchase a Shipmate RS500DS Satellite-Navigator. You install the antenna (we furnish custom bracket and coax). If you aren't going to be in San Diego until later in the year, we will hold the deal for you with a small deposit and install it for you when you get in town.

Remember, our Cruiser's Kickoff Party, Saturday, October 29th at 5:00 p.m. — Come Thirsty! Meet new friends and we'll take care of the rest.

Call us collect if you have any questions.

Steve & Tommie Flanagan

# Pacific Marine Supply



2804 CANON STREET SAN DIEGO, CA 92106 (619) 223-7194 A Major Breakthrough
In Man-Overboard Equipment

# The Mark VI Personal Recovery System



shown inflated

- Rapid deployment
- Automatic inflation
- 11 means of location
- Small size (15"x13"x5")
- Totally self-contained
- 500% increased visibility
- Automatic lighting
- High buoyant capacity horseshoe
- O.R.C. qualified
- For powerboats as well as sailboats

\$479.00



packed

Call or Write for Additional Information:



Pier Six Corp.

1616-8A Florida Mango Rd., West Palm Beach, FL 33409

(305) 689-4334

# General Yachts, Inc. SAUSALITO / NEWPORT BEACH



The Pretorien 35 by Henri Wauquiez is a true racer/cruiser, equally at home either winning silver cups or hosting parties. Her clean, elegant lines and unmistakable Wauquiez finish make her an exciting yacht whether on a reach or at rest. A strong American dollar makes this a great buy. At our dock for inspection.

Many Other Listings Available — Power — Sail — Race — Cruise

1000 Bridgeway, Sausalito (415) 331-1585

John and Sue have put a great deal of effort into the presentation of the course, and continue to revise and update their material, as indicated, with feedback from seminar participants. The body of material presented is extensive and ranges from detailed lists of equipment (including makes and prices) to meal plan suggestions, anchoring techniques, medical advice, and much more. The currency, completeness, accuracy and organization of this course make it the best single source of information on offshore cruising that I have encountered. There is no doubt that it is well worth the very modest cost of enrollment.

George Rudy, M.D. San Francisco

#### **TA PLANK MISSING**

Your interview with "Commodore" Tompkins was a real delight. It's a privilege to read the comments of such an experienced sailor, especially on the seldom-discussed interpersonal aspects of getting along together as a crew: consideration, sexual pressures, etc. He spoke with candor and truth!

There was one error of omission in the chronicle of his sailing life — the first "non-Wanderbird" voyage he made was in 1947 when he was a valuable, albeit very junior, member of my crew on the 42-foot schooner Stormalong on a delivery from Miami to Santa Barbara.

I will never forget a couple of hours beating up the Costa Rican coast with Commodore hanging on with one hand to me and the weather main spreader while he installed a jury-rigged replacement for the broken heel fitting on the leeward one. We were both proud that the fitting was still there at the end of the trip.

He got credit for a high school semester for the trip — principals were more understanding then than now? Learning celestial navigation was considered to meet the math and science requirement, a log of the trip was counted as English . . .

of the trip was counted as English . . . More interviews with people like Tompkins would be great — but

sailors like him are rare!

Larry Dudley Ventura

Larry — Commodore has so many miles beneath his bottom that he had a hard time recalling them all. He is a man of rare experience — and opinions — and we look forward to further talks with him.

#### **FOOD FOR THOUGHT**

In reference to San Francisco Cruising Center's Skipper of the Month [Volume 74, Page 65], who said "real men don't eat quiche"?

Avedis Apostolo Yacht Escargot Alameda

Avedis - We give up, who said it?

## **WHAT'S THIS ALL ABOUT?**

The story by Al Wasserman was the biggest bunch of shit I ever read. Please keep him out of your magazine.

Signed with the name crossed out
San Francisco

## □NO COMPREHENDE

Sorry, I think you missed the entire point of Betty Oakey's letter [Volume 74, Page 65] regarding "...three young men..." were

The facts are that they were out in a modest, older, fiberglass out-

THE BOATER'S FRIEND

1822 2nd Street (Corner of Hearst) Berkeley 848-4024



NOW OPEN
7 DAYS A WEEK
10-5:30

New and Used Marine Gear

■ Buy ■ Trade

■ Sell ■ Consignment

Traditional Bronze Fittings
A Specialty

# Beautiful . .

# and Fast . . .



**GOLDEN WAVE 38** 



**GOLDEN WAVE 48** 

### **SPECIFICATIONS**

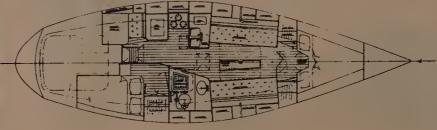
	CIALLOIN	
L.O.A.	47.83'	
L.W.L.	40.63'	
BEAM	15.91'	
DRAFT (Keel)	6.5'	GW48
Centerboard (B/U)	4.7'	
Centerboard (B/D)	11.58'	
DISPL.	34,000 lbs	



**DESIGNER: BRITTON CHANCE** 

## **SPECIFICATIONS**

L.O.A.		38'4"	
L.W.L.		30'10''	
BEAM		11'9½''	GW38
DRAFT	<u></u>	6'0''	
DISPL		19,025 lbs	



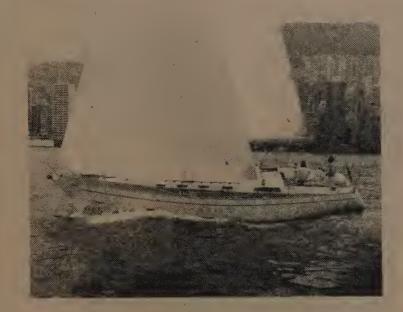
**DESIGNER: DAVE PEDRICK** 

#### **SAILAWAY PACKAGE INCLUDES:**

Kenyon Aluminum Spars Barient Winches Spinnaker Gear, Including Pole Navtec Rod Rigging and Hydraulics Hood "SeaFurl" Roller Furling Sobstad Genoa Sobstad Mainsail & Gear Yacht Specialties Steering System Ritchie Compass Datamarine Windmachine Datamarine Depthsounder Datamarine Knotmeter/Log Horizon Maxi VHF Instrument Pad Teak Decks / Deluxe Teak Interior Gas Systems CNG Stove Coast Guard Safety Package COR Anchor Outfit Much More!

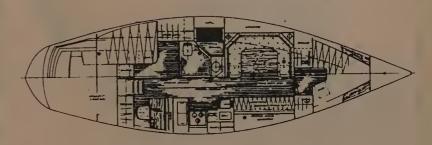
If you order in September, we guarantee your Opening Day sail or provide you with a Satellite Navigator FREE!!

### THE GOLDEN WAVE



#### **SPECIFICATIONS**

L.O.A.		42'0"	
L.W.L.		34'4"	
BEAM	4	12'8''	
DRAFT		6'2''	GW42
DISPL.		25,000 lbs	



### **GOLDEN WAVE 42**



GOLDEN WAVE 55

**DESIGNER: DAVE PEDRICK** 

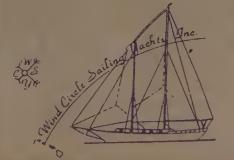
We are also a full service brokerage, here to help you purchase your dream.
Check our listings in this issue.

These beautiful yachts incor-

**DESIGNER: ROBERT PERRY** 

These beautiful yachts incorporate the finest ideas above decks for smooth performance sailing, and below, the interior is luxurious and liveable! Take time to inspect the quality built into these boats and see for yourself why so many knowledgeable people are becoming Golden Wave owners.

Order now for Spring delivery on these custom yachts. You can be on your Golden Wave Yacht Opening Day 1984!\*



Wind Circle Sailing Yachts, Inc.

1220 Brickyard Cove Rd., Suite 100, Pt. Richmond, California 94801
(415) 234-6688

Dealers for GOLDEN WAVE YACHTS

# '83 MOORE 24 Nationals Congratulations Adios 1<sup>ST</sup> (41 Boats)



Larsen Sails inc.

1041-A 17th Ave. Santa Cruz, CA 95062 (408) 476-3009 MOORE'S SAILBOATS

1650 Commercial Way Santa Cruz, CA 95065 (408) 476-3831 O'NEILL YACHTS SANTA ERUZ

> 2222 East Cliff Drive Santa Cruz, CA 95062 (408) 476-5202

### **LETTERS**

board that capsized in the Raccoon Straits, and they only recovered their caps after a Valiant sloop pulled to for rescue.

I have completed both the Power Squadron and the Coast Guard Auxiliary classes, which I cannot recommend strongly enough for everyone — no matter what their experience.

The three obviously experienced the "mysterious disappearance syndrome" we learned about in class . . . and these poor souls would be alive today if they had taken these classes and learned about things like hypothermia, PFD's, VHF, and survival. They would have been conscious for at least 40 minutes in our frigid waters with PFD's on, and been saved. That was the idea behind Betty Oakey's letter, not the safety of boat size outside the Gate or manufacturer liability, but about our personal liability to know what the heck we are doing out there on those dangerous waters with our new toys.

Keep up the good work. The San Francisco Cruising Center is to be congratulated for continuing a fresh new advertising approach started by Paula and gang at Pt. Bonita. Gail wanted me to pose for Meridian Books, but I mumbled something about my bad legs . . .

Pete Hallock Mill Valley

Pete — Betty Oakey called us to say she was writing about two separate incidents. We hate to say this, but we didn't know that from her letter, and standing alone, yours would have confused the hell out of us, too.

#### **WHO WANTS TO SWIM WITH ANY CLOTHES AT ALL?**

Congratulations on your "faster than one speeding bullet" column. It is encouraging to see you are coming out of your anti-multihull phase. Note that Australia temporarily banned big multihull races because of two inconvenient capsizes with no loss of lives. In the last ten years not a single life was lost there in unsinkable offshore multihulls. During that time over 20 lives were lost in offshore monohulls and recently four lives off two "self-righting" JOG keel boats that sank off Sydney. Surprisingly no similar action was taken against monohulls.

I dearly like your "avant garde" publication. It might therefore be worthwhile to devote more space, i.e. articles, to those multihull sailors and designers who are showing up "leadmines". Multihulls have come a long way and fast. They've still a long way to go, unlike some one-design or formula rule beaters which are designed past the point of seaworthiness. Besides who wants to go swimming with lead shoes in the name of safety?

Ted Boutmy Inverness

#### **THE NORTH STAR OF THE BAY**

The article Delta Gateway by Lynne Orloff-Jones was an excellent description of where to stop on the long trip to and from the Delta area.

The City of Vallejo should not be overlooked however as a place to rest and top off provisions before heading toward the Delta. Great food, ice, and overnight facilities can be had just a few minutes up the Mare Island Channel at the Vallejo Yacht Club or the Vallejo Municipal Marina. Overnight docking is available along with showers, electrical hook-ups and dining facilities.

Any article in the future where travel is concerned to or from the Delta should give Vallejo as a stop-over point. Your publication is great and we look forward to each copy. Thanks for the opportunity to add to the magazine.

Vallejo Chamber of Commerce

### WE DELIVER MARINE FINANCING

Wells Fargo Bank offers a number of innovative approaches to marine financing. And a marine specialist who'll be glad to talk to you about them. Call **David Anderson** at (415) 499–8240, or **Jerry Gaynor** at (408) 277–6280.



### WELLS FARGO BANK IS STRONG ON LOANS

4380 Redwood Highway, San Rafael, CA 94903 1900 The Alameda, 2nd Floor, San Jose, CA 95126



### **WHAT'SA M-242?**

That's what everyone asked when the Martin 242 from Canada arrived in California. In her racing debut at Lake Tahoe Sail Week, the 242 sailed against a highly competitive fleet of Moore 24's, Express 27's, Wabbits, J/24's and Merit 25's.

The results: 7 firsts, 1 second, 2 thirds
The next question was: How Much?
(\$16,500.00, Including Main, Jib & Spinnaker by North)

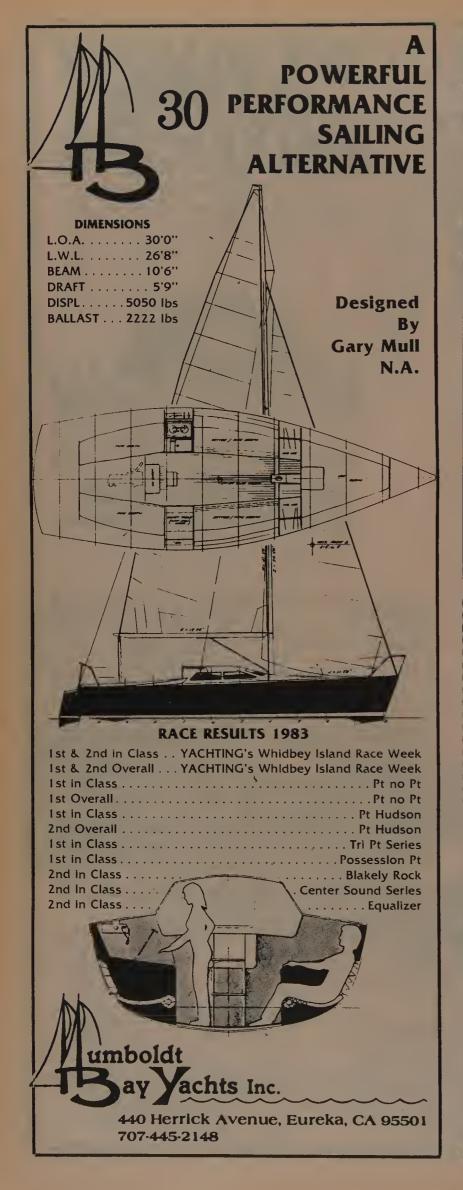
#### MARTIN YACHTS LTD.

#6-8091 Captsan Way, Vancouver, B.C. V6X 1R3 (604) 278-8124

MARTIN YACHTS U.S.A. 2915 N.E. Marine Dr., Portland, OR 97211 (503) 281-6112

SAIL TAHOE P.O. Box 478, Homewood, CA 95718 (916) 525-6806

IN BAY AREA CONTACT: PAT REGAN (707) 557-0198 Dealer Inquiries Invited



### SEA HAVEN MARINE, INC.

invites you to their continuously running

### FREE BOAT SHOW

featuring
GLAS-PEY, BOSTON WHALER,
GREGOR, SEA CROWN, OMC
EVINRUDE, and much more . . .
plus a fine selection of quality
brokerage yachts
handled by

### **SEA HAVEN YACHT SALES**

You don't have to wait for the San Leandro Boat Show to see ours, but if you do, be sure to drop by and see what SEA HAVEN has to offer.

**Exclusive Boat Sales & Service in the San Leandro Marina** 

(415) 351-8800

## **Used Boat Supplies**and Hardware

- \* Deck Hardware
- \* Machinery
- \* Engines
- \* Rigging
- \* Spars
  - \* Sailboat Gear

Dry Boat Storage & Work Space Available For Vessels Large & Small. Power-Water & 24-Hr. Security

WE PAY CASH FOR VESSELS



MILL VALLEY, CA.

331-6146

Take Stinson Beach Exit Off 101 — Just North of the Sausalito Heliport, Behind the Redwood Burl Workshop Closed Sunday and Monday

3333333333333333333333333333333

### **LETTERS**

Mike Hengel Tourist and Conference Committee

Mike — We purposely left Vallejo out of the Delta Gateway article because it makes a great ultimate destination for a weekend and is more than just a stop-over on the way to the Delta — although it serves that function well, also. We've always enjoyed the easy pace and friendliness of the waterfront folks of Vallejo, and will have a feature article on it soon.

Till then, like we always say, "Paris in the spring, Vallejo in the fall".

#### **□TO THE CRUEL SEA?**

As a USCG Auxiliarist I'd like to answer Betty Oakey's letter about the Boreas Race tragedy.

John Lusher was my next door neighbor for several years, and Sanford Delano one of my closest friends. I didn't know Cook, but John and Sanny were experienced seamen — John as racing and cruising sailor, and Sanny as commercial Bristol Bay fisherman recently working his own boat out of Moss Landing. These men knew the risks, and they knew the ocean. John and many others had sailed Wabbits on the Monterey Bay, and knew them to be strong boats even though designed for inland use. He knew Wadical Wabbit could easily win the downhill Boreas, and had good reason to believe in its seaworthiness for that kind of race. ULDB's are very strong, as "Hurricane" McNaughton will testify.

The risk these men took was not the boat, but the weather. In the deep ocean conditions can arise which produce huge, confused seas that might break up a large ship, but in which a small boat might survive, so the opposite occurs in Monterey Bay. Local conditions arise not covered in weather forecasts where normal afternoon gale winds don't die down, but blow all night against six to ten foot ocean swells complicated by a strong out-going tidal resistance. The result is survival conditions for light-displacement motor and sailboats that can break a strong boat apart, but wouldn't phase a large ship.

Mary Duffied was out that day with deep-reefed mainsail and storm jib. At about 6 p.m. her heavy-displacement cruiser was suddenly knocked down by a 50-knot gust that stung her crews' eyes. That was about the time Wadical Wabbit disappeared.

The fact is that boats were being knocked down right and left when Wadical Wabbit was last seen 12 miles out from Moss Landing on a 180° heading. None of the other racing crews were in any position to aid the boat, even if its crew had radioed for help — which it did not. But Wadical Wabbit and other smaller boats were experiencing true "survival conditions" nonetheless. The smaller and lighter the boat, the more severe its predicament. How could the Wabbit handle a 50-knot gust through its spinnaker? A dead-head at 20 knots? A huge sea over the cabin sole?

Weather patterns have changed. The Fourth of July has brought 35-knot gales lasting well through the night for the past two years, and lest you San Francisco Bay sailors think that's tame, let me remind you that Monterey Bay is a whole different and more dangerous cruising ground. We get what you have outside the Gate, not inside where the ocean swell and long wind-fetch can't live.

Ignorance and stupidity didn't kill John, Stephan, and Sanny, as Auxiliarist Oakley claims. They already knew much more than Basic Boating classes teach, and they didn't make panic Mayday calls to Coast Guard Monterey. They were gutsy, self-reliant sailors to the very end.

It was the ocean that killed those men — the same ocean that kills the experienced as well as the novice. Monterey Bay is just a crooked ocean shore. People race around the buoys here only after 4 p.m.



Be Certain About The Boat You Want To Purchase, Saving Yourself Time & Money!

Now You Can . . .

### RENT TO OWN!

Experience sailing the yachts of your choice from our fleet. From our magnificent Gulfstar 50 down to our fleet of Merit 25's, both sail and power.

#### No Experience Necessary.

Our Academy of Sailing will help you with basics or more advanced sailing techniques. After a year or two of fun you can apply your fees toward purchasing the yacht that you are sure about. Many people decide that our programs are better than ownership.

Call For Complete Details (some restrictions apply)

# D'Anna Sailing Co.

OAKLAND, CA 94606 (415) 261-3844



Now available for Charter

J-29 - Olson 30

In addition to our regular fleet of fine charter boats:

#### Sail

20 Flicka

24 827.3

25 Ericson

25 US

27 Catalina

27 Ericson

30 Ericson

30 Catalina

30 S29.2A&C

31 Mariah

33 Tartan

34 Hunter

34 Cal

35 Ericson

36 Lancer

36 Islander

37 O'Day

38 Ericson

38 Catalina

38 Morgan

38 Hans Christian

38 Globe

39 Cal

40 Passport

41 Kings Legend

46 Sea Star

#### Power

**34 CHB** 

40 Albin



Charter & Yachting Association, Inc. (415) 521-5370 • Mariner Sq. • Alameda





Many Colors: navy, red, black, maroon, grey, gold, powder, kelly, white

Letters: navy, white, gold, red, green, black Sizes: S (32-34) M(36-38) L(40-42) XL(44-46) Rugged 50/50 cotton/polyester won't shrink

To order, print boat or yacht club name, shirt and letter colors, size, and send with check or Visa/MC #. Charge orders accepted with signature and expiration date. Add 6.5% CA sales tax and 75¢ each shipping.

2-4 weeks delivery THE LAST WORD

3380 Vincent Road, Pleasant Hill, CA 94523

### **LETTERS**

when the 8-15 knot easterly appears. Small boats venture out before noon or after the regular afternoon gale dies down, often to find no wind and extremely lumpy seas. With the new weather pattern things don't get reasonable for day sailing until August.

The crew of Wadical Wabbit were intelligent, experienced seamen who took what they thought was a reasonable weather risk in an amazingly good little boat in order to pull a racing coup de gras. No one foresaw the extremely dangerous sea conditions that would arise, including the weather forecasters, because they were freak "local" conditions.

But this is two years in a row for these "freak" conditions, and I urge the Elkhorn and Oakland Yacht Clubs to reschedule the Boreas Race for three or four weeks later next year, to avoid the possibility of such conditions arising.

I also want to be certain that John Lusher, Stephan Cook and Sanford Delano are remembered for what they really were — gutsy, experienced seamen — and not written off as fools. They were intelligent, good-willed, and experienced boatmen. Like a lot of other good men, they were killed by the sea.

Dr. Lewis Keizer Santa Cruz

Lewis — We don't believe any of the three men lost off Wadical Wabbit were fools. On the other hand this wasn't some 'unavoidable tragedy at the hands of the cruel sea' either. As far as we're concerned the three risked their lives trying to pull your coup de gras — and lost. That boat was not designed for the open ocean and that was no survival storm for an ocean boat.

Obviously it wasn't worth taking the risk, nor should racers have to compete with those willing to risk death to win a pickle dish. It's important not to boat development by being too conservative, but taking that boat on that race off this coast, in our opinion, was beyond good reason.

#### CAT COPY

I would like to get a copy of the *Latitude 38* with the article on the Catalina 22. The only place I know where to get the magazine runs out of them about 24 hours after they come in.

Let me say a few things about the Catalina 22. We own C-22 Hull number 11286, the *Lady V* berthed at Oxnard's Channel Island Harbor. She is our first sailboat, but not our last. We are now formulating plans for an upwards move to either a C-27 or a 30.

Our fleet, based at Channel Islands Harbor, has about 35 members, with about 16 very, very active members. We enjoy cruising, racing and just plain sailing our "mini cruisers". Some members have already moved up to 25's and 27's.

Regarding Mr. Butler, I have found him to be always attentive and helpful to all owners of Catalina boats. After we purchased our boat last year, I had some small problems — which new product doesn't? — which were taken care of rapidly and courteously by Frank Butler's very friendly staff.

All in all, we are very pleased with our C-22 and looking forward to a long summer of sailing. For all owners of C-22's that would like to join our fleet, give me a call at (213) 368-3180.

John Barreiro Sec. C-22 Fleet #1 17036 Horace St. Granada Hills 91344

John — If you know what issue that article appeared in you can purchase a back issue for three dollars — in the event there are any left.



SHIP & YACHT YARD SANTA FE CHANNEL • RICHMOND 415 • 236 • 6633

#### **COMPETITIVE RATES**

EASY DEEP WATER ACCESS TO OUR BIG BOAT MARINA

DESIGN & ENGINEERING
WOOD WORKING
PAINTING
DO-IT-YOURSELF

COLD MOLDED/ STEEL CONSTRUCTION WELDING FABRICATION RIGGING

530 W. Cutting Boulevard, Pt. Richmond

# SYSTEMITE

### THE BOATBUILDER'S EPOXY

- CURES IN HUMID WEATHER
- CURES IN TEMPERATURES TO 35°
  - IDEAL FOR COLD MOLDING, GLUING & LAMINATING
- A TOUGH, CLEAR RESILIENT "STATE OF THE ART" BOATBUILDING EPOXY

### SEASYN DISTRIBUTING CO.

229 Tewksbury Ave., Pt. Richmond, CA 94801 (415) 236-4242

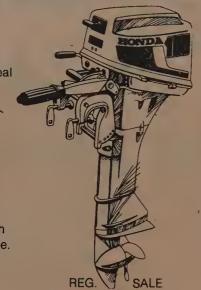
IN HAWAII: FIBERGLASS HAWAII (808) 847-3951

IN SANTA CRUZ: MONTEREY BAY FIBERGLASS (408) 476-7464

### IT'S A HONDA

### FOR SMOOTH SAILING

Honda outboards are ideal for sailboats. As primary power on small craft and as stand-by or auxiliary power on larger ones. They feature a 4-stroke engine that delivers smooth, quiet operation. Maximum fuel economy. And less pollution because there's less discharge. Both long and short shaft availble.



7.5 h.p. Short Shaft . 10 h.p. Short Shaft . 10 h.p. Long Shaft . .

\$995.00 **\$890.00** \$1155.00 **\$970.00** \$1195.00 **\$977.00** 

ALSO AVAILABLE AT GREAT SAVINGS

Honda's RV Generator — EV 4000

Reg. \$1518

**NOW ONLY \$1295.00** 

EV-4000

Muffler & Control Panel are Standard Equipment



IT'S A HONDA

We Stock All Sizes of Generators From the Little Honda EM-500

for only

\$299.00

To the Water-Cooled ES-6500 with Electric Start



#### **GENERATOR SALE**

EM 600 . . . 389.00 \$339.00 EM 2200 . . . . 749.00 \$675.00 EM 1600X . 579.00 \$495.00 with electric start

FOR ADDITIONAL SAVINGS, SEE DON EWING AT OUR PARKING LOT SALE, AUGUST 13 & 14, 1983

Ken Harvey's

### Dublin Honda The Automobile Store

7099 Amador Plaza Road (where Interstates 580 & 680 meet)

Dublin, Callfornia 94568 (415) 828-8030



### Will Our Young Sailors See Action Like This?

Through the donation of boats and equipment it's possible. The California Maritime Academy on San Francisco Bay is in need of racing or cruising, power or sail boats for training midshipmen and community youth groups. Gifts are normally tax-deductible. All requests for information handled quickly and confidentially. Transport and details handled completely by our staff. Contact:

#### **California Maritime Academy Foundation**

P.O. Box 327, Vallejo, CA 94590 (707) 644-5601, ext. 216

# The New Little Westerbeke Baby . . . Baby 3KW Diesel Generator Set

Smallest, Lightest, Smoothest, Best-Equipped Diesel Generator We've Ever Offered!

- Two cylinder smoothness & reliability
- 4 cycle overhead valves
- Fresh water cooling standard
- 12 volt 35 ampere alternator
- Total weight 308 lbs
- Length 28.50", width 16.25", height 21.5"
- Displacement 27,52 cu. inch
- Vibration isolators
- 12 volt starting motor
- Water-injected exhaust elbow
- Drip tray
- Full engine instrumentation



only 211/2" high!!

### MARINE ENGINEERING ASSOCIATES

269 Third St., on the Channel in San Rafael

(415) 456-7886 24-HOUR TOWING & SALVAGE SERVICE

### **LETTERS**

#### **FIRST THINGS FIRST**

First off, let me congratulate you for the absolute worst sailing rag I've ever read. *Please* go "glossy". By the way, where's your Caribbean charter section?

I have a good question for you and your readers, having to do with celestial navigation. Here it is:

Though it seems logical that because the pre-computed altitudes extrapolated from the tables for a certain time and date represent a very large circle of equal altitude around at G.P. (geographical position) of the selected heavenly body (in this particular case not Brooke Shields), theoretically ones actual altitude could *hypothetically* be hundreds of miles off and one could still simply subtract the lower corrected altitude to obtain the intercept distance. Correct? If not, how far can one's assumed position be off for the actual one, and why no further?

P.S. I've taken a navigation class and read several books on the subject, but no one's touched on this. Maybe some reader knows and can inform the rest of us.

Allan Wells Berkeley

Allan — We're certain one of our readers can give you a simple explanation.

#### **NOW HEAR THIS**

We viewed with interest the letter from Buz Sanders in your Letters section of the July 1983 issue. We in the Federal Aviation Administration are extremely concerned with the various items passengers have in their checked baggage or carry-on items which could subject their fellow passengers to potentially dangerous situations. It is interesting to note that many of these items are considered hazardous materials and, as such, are regulated in their transportation by air. Liquid propane is one of these commodities and by regulation is forbidden on passenger-carrying aircraft. It may only be shipped in cargo aircraft after very stringent packaging requirements are met. A person who violates these hazardous materials regulations subjects himself to a possible fine of up to \$10,000 per violation. More importantly, this person endangers not only himself by his careless act but also every passenger on board the aircraft.

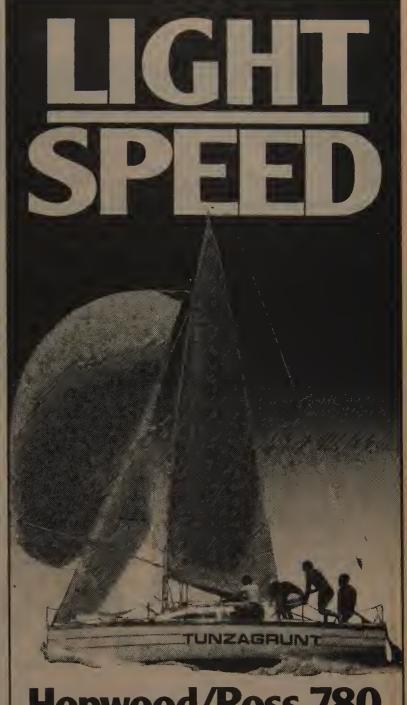
Recently we found a passenger attempting to carry nine containers of liquid propane for his boat stove on the aircraft with him, even though he realized this might be against the regulations. By doing so, he was endangering all his fellow passengers, the crew, and the aircraft. All this was attempted despite signs which are required by law to inform passengers that hazardous materials such as explosives (fireworks), compressed gases, flammable liquids and solids, oxidizers, poisons, corrosives, and radioactive materials are not to be carried in either checked or carry-on baggage.

We would appreciate it if you could inform your readers of the extreme dangers in the carriage of liquid propane and that, if they require these materials, they should attempt to purchase the propane at their destination.

Billie H. Vincent Director of Civil Aviation Security Washington, D.C.

Billie — Thanks for the letter; consider the word on propane and other such substances to have been put out.

Our only complaint is that there is not sufficient warning that such materials should not be carried on airplanes. We fly often, and rarely notice any.



### Hopwood/Ross 780

Ultra light displacement, extremely long waterline and very firm bilges give the sea handling ability, boat speed and interior room of many 30 footers.

**S**elf tacking headsail, superb deck layout, and finger tip rudder balance made for effortless boat handling.

**H**igh ballast ratio gives excellent sailing power and self right ability.

**O**utboard well built into the cockpit—no more back breaking with lifting outboards.

Fully retractable keel means almost effortless launch at any boat ramp.

Ross 680 · Ross 830 · Ross 930 · Ross 35 · Ross 40

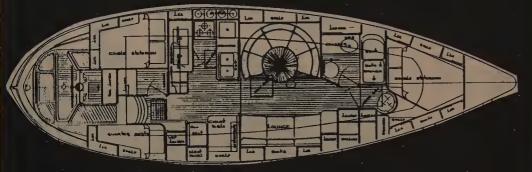


#### HOPWOOD YACHTS U.S.A., INC.

1801 Clement Ave., Suite 200 Alameda, CA 94501 Phone (415) 522-4145

#### NEW ARRIVAL TO THE WEST COAST

- Naval Architect: Stan Huntingford
- Built to A.B.S. Standards
- Extensive List of Standard Equipment



- Cutter Rigged for Ease of Handling
- Modern Underbody with Skeg Rudder
- Fiberglass Airex Hull Construction
- Fast and Safe Cruising Yacht

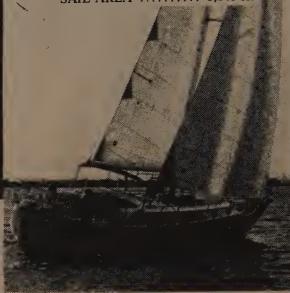
VISIT US AT THE SEPTEMBER BOAT SHOW

Slocum Yachts

494 S. BERNARDO AVE., SUNNYVALE, CA 94086 (408) 738-8620

### Introducing

L.W.L. .....35'8' DISPL. ..... 28,100 lbs BALLAST ..... 9,000 lbs SAIL AREA ..... 1,148 sf.



ALSO AVAILABLE: SLOCUM 37 (formerly Rafiki 37)

### WE'VE GOT THE NEW FURUNO LC-80 IN STOCK!

This is the third generation Furuno Loran C and priced at an incredible \$1,400.00. Dollars less than the second generation.

The new LC-80 is the best performance per dollar Loran-C on the market today. Check out these features:



LC-80 \$1,395.00 **List Price** 

#### Check out these features:

- Receiver sensitivity: 1 Micro Volt (Extremely sensitive receiver)

- Receiver sensitivity: 1 Micro Voir (Extremely sensitive receiver)

  2 Internal, 2 External Notch Filters

  7-Segment LCD Panel, Green Background

  Audible alarm when: 1. Approach waypoint 2. Get off course 3.When you cross a border (Set by you) i.e. International, Fishing Zone, etc. 4. Anchor drift.

  Memory back-up / Memory initialize

  Versattile Power Supply 10 to 42 VDC, Universal, 12 Watts power drain.

- Way Point Memory (40 points)
  Ground Speed and true course display.
  Range and bearing display.
  Cross-track-error and time-to-go display.
  Manual compensation for TD, L/L and for Magnetic Variation
  Signal Condition display
  Data Output for autopilot (NMEA 0180 simple format), printer, plotters, etc.



### DIECTRO-N ELECTRONICS

1255 Park Ave., Emeryville, CA 94608 (415) 547-6201



1363 Embarcadero Oakland, CA 94606 (415) 436-4963

Chandlery Byron, CA 94514 (415) 634-6178 Of Discovery Bay

5901 Marina Rd. Suite 9.

### **LETTERS**

#### **THE MISSING WORD**

Saw my old girlfriend Lorraine on page 65 of your August issue. As she used to say to me, "The only trouble with being named Quiche is real men won't [undecipherable word] me!

R.P. Roderick

R.P. — Too bad we couldn't read that important word; we suppose we'll never know what the trouble with being named Quiche is.

#### **BETTER RAN THAN BURNED, WE SAY**

I enjoy your magazine expressly because it is not "over edited" and one is able to get a good impression and feeling for *Latitude 38*'s contributors, various topics, issues and articles.

My only criticism is to call your attention to a growing abundance of typographical and grammatical errors, not to mention rather a lot of duplicated pages showing up recently. This said, I would like to make a few comments on the July issue.

Andrew Urbanczyk's affectations are insufferable. I'm surprised we are not enlightened as to the manufacturer of his sextant. Perhaps he can clip the name on the limb next time.

I was interested to note in your interview of Warwick Tompkins, Part 1, that "Commodore" was nine years old in 1941 and twenty-four years old in 1946.

Latitude 38, here is a man with an obvious wealth of experience, knowledge and anecdotes under his belt of interest to yachtsmen and others who go to sea. I say this because although I have a lot of experience on large ships — being a licensed deck officer — my exposure to sailing yachts has been limited to the Bay, carrying them on deck from Taiwan to the West Coast, and trying to avoid them in the Santa Barbara channel on a Saturday afternoon around sundowner time. I regard interviews such as this as a rare opportunity to meet some of the best in yachting and cruising — my next vocation!

Please get to it! I sincerely hope this interview will be followed by others just as valuable to the reader.

Gary Trout Pacifica

Gary — Typographical and grammatical errors have increased recently because our copyreader — and wife — had our second child three months ago. In the resulting mayhem several articles slipped through having not been proofread at all. We're sorry.

We'll try and be better if you'll try and indulge us in the effort it takes to figure out that if Commodore is 51, than he must have been 9 in 1931, not 1941.

#### **□YOU MISSED ONE**

A good article on Long Beach, but you missed one establishment that should be known to all cruising sailors: Sherlock's Home Mystery Bookstore.

It's located on Naples Island within walking distance of the Long Beach Marina and, as you can guess from the name, they specialize in mystery and suspense fiction.

The best part, however, is that they stock a large selection of sailing mystery and suspense books — some they import from England and others are just hard to find. For cruising sailors, they offer a catalog and mail order service to anywhere in the world, and they'll supply books that aren't mysteries on request.

Two sailing mysteries that aren't to be missed: The Sailcloth Shroud by Williams and The Golden Keel by Bagley.

Chris Caswell

Los Alamitos

DORLON **DOESN'T** On May 20, I crossed the finish line at Newport, R.I., thus completing a 27,500-mile circumnavigation of the world in my 40-foot Valiant sailboat Fantasy as a competitor in the 1982-83 BOC Challenge-Around Alone race. My sailing time of 223 days was 41 days faster than that of Naomi James and three days faster than the sailing time of Sir Francis Chichester in Gypsy Moth IV. Fantasy also bettered by two days the record for a solo monohull passage from Australia to Cape Horn. I am happy to report to you that your DORLON foul weather suit performed flawlessly for the entire voyage. Although I had two sets of the gear on board, I only used one which stood up without a single During the 11,000-mile Southern Ocean legs of the voyage, I encountered snow, sleet and some icing on deck together with near freeztear or leak all the way. ing temperatures. Through it all the Dorlon functioned perfectly as an Notwithstanding Dorlon's toughness and water repellant character, outer garment for my pile clothing beneath. it's fabric is remarkably light and flexible.

In short, I cannot praise the gear highly enough. You have a winner DORLON FOUL WEATHER GEAR will be at the SAN LEANDRO BOAT SHOW, SEPT. 14-18 with BOATERS SUPPLY AVAILABLE AT: **BOATERS SUPPLY (415) 365-7874 DOWNTOWN MARINE (415) 543-7818** THE BRIDSON GROUP 471 Starboard Drive Redwood City, CA 94065 (415) 595-0818

DAN'S

### BERKELEY MARINE CENTER

1 SPINNAKER WAY, BERKELEY, CA 94710 (415) 843-8195

# **BOATYARDS? IN BERKELEY?**



# A Full Service Boatyard

... Come by and see our newly expanded facilities.

### Includes:

- Chandlery
- Engine Repair
- Specialized Painting
- Paved Yard





- EASIEST VIEWING-NO HOOD
- SMALLEST ANTENNA-24"
- LOWEST PRICE



MARITIME ELECTRONICS

(415) 332-5086 Sausalito 200 Harbor Drive (Clipper Harbor) SALES • SERVICE • INSTALLATION

### LOOSE LIPS

Those Texans really do think big. Why there's a fella by the name of Keith Simmons who brought his Olson 30, *Prima*, out for the Olson 30's Nationals that were held on the Bay last month. We're told that Keith currently owns several other boats by the name of *Prima*, all of them from Santa Cruz.

His armada reportedly includes an Olson 40, and Olson 30, and Express 27, and a Moore 24. We really hoped to have a word with this architect while he was out here for the Nationals, but we never did. He couldn't make the Nationals himself, he was too busy working back in Fort Worth, no doubt making money to buy yet another boat.

Peter Benchley, the man who wrote Jaws and because of whom the shark population of the world has suffered considerable harm, told The Wall Street Journal on July 22nd about his only, real-life encounter with a so-called "Death Machine" while scuba diving in the Bahamas:

"I turned the corner and we met face to face. The animal immediately spun around, dropped a massive cloud of eau noir into my face and sped off into the gloom."

Greg Wrisley reports that during one of this summer's Friday night races sponsored by the Corinthian YC, he and his crewmates underwent a noteworthy but humorless experience. Beating up the west side of Angel Island they were surprised by three blasts from one of the Bay's ferry boats. Looking over, they noticed something orange floating in the water beside the cruise ship. Figuring it might be someone in a life jacket needing assistance, they dropped out of the race and went over to investigate.

Upon closer examination, what they found was a wreath of flowers drifting beside the ferry, which had just performed a memorial service. The horn honking was part of the ceremony. Relieved but a little peeved at having lost their position in the race for naught, they sheeted in and resumed the contest. They are to be commended for their good Samaritanism.

On Saturday morning, July 30, the levee on Twitchell Island sprung a leak right in the middle of Owl Harbor, a popular spot where lots of Bay Area folks leave their boats for the summer.

Sixteen boats and berths had to be removed in order to bring in the crane and barges to rip-rap the levee. Local divers and rescue workers in Zodiacs pitched in to assist.

"The harbor was full to capacity, but luckily it was a weekend and lots of the boatowners were present," said harbormaster Pat Amy. "That's the seventh boil-out we've had along this 24-mile road this

year."

The sheriff's office towed away all the cars in the parking lot to facilitate repairs, which may have been a bad surprise to returning sailors that weekend. But repairs were made amazingly fast and the harbor was expected to resume normal operations within four days.

— sue rowley

In an area known for light, fast, high tech boats, the August 3rd launching of a 26-ft Alerion sloop on the Bay is a notable nautical throwback. Built by Alfred Sanford and his Sanford Boat Company in Richmond, this is a reproduction of famed boat designer Nathanael Herreshoff's personal boat. Herreshoff built the original

### Walnut Creek Honda Power Products

2560 No. Main Street, Walnut Creek, CA (415) 943-1244

FINANCING AVAILABLE

NO DOWN REQUIRED O.A.C.

### Over 200 Hondas in Stock

- \* 4 stroke Twin Cylinder
- \* No Oil and Gas Mixture
- \* Dry Weight. Long Shaft 77 lbs Short Shaft 75 lbs

\* Maximum Horsepower BF75-7.5 @ 5200 rpm BF100-9.9 @ 5700 rpm

7.5 h.p. Short Shaft

7.5 h.p. Long Shaft . .

10 h.p. Short Shaft . . 10 h.p. Long Shaft . .

Gas Tank Standard Equipment

REG. SALE \$995.00 \$885.00 \$1005.00 \$899.00 \$1155.00 \$979.00 \$1195.00 \$975.00

ALSO AVAILABLE GREAT SAVINGS

The Honda B.F. 7.5 h.p. long shaft

### Honda's RV Generator — EV 4000

Length O/A — 25.8" Dry Wght. — 183 lbs Width O/A — 18.1" Max. AC Output — 4.0 KVA (UL Rating)

Now Only \$1348

EV-4000 Muffler & Control Panel

IT'S A HONDA

We stock all sizes of generators from the little Honda EM-500

are Standard Equipment



to the Water-Cooled ES-6500 with Electric Start



#### GENERATOR SALE

### Walnut Creek Honda

"Top Ten National Sales" 2560 No. Main Street, Walnut Creek, CA 94596

(415) 943-1244

MENTION THIS AD TO RECEIVE SALE PRICE!

# Buying a Boat?

### Come to Alameda First and Finance it Island Style

Being headquartered on an island and surrounded by boats, our marine lending specialists understand that there is more to boat financing than just opening the standard loan book and reciting standard loan terms.

Here we try to tailor the terms to best fit your personal requirements. And yes, we're quite competitive with a low cost, simple interest plan.

You see, we know from past experience that if we do the right kind of job for you now, whether it's for a new boat, a used boat or refinancing your existing boat, then you'll stay with us as a valued customer for years to come.

We've been around a long time financing all kinds of boats all around the Bay, and, because we do business "Island Style", our customers keep coming back, boat after boat, after boat.

Drop by or give us a call to find out why.

Contact

Eileen Unruh, Assistant Vice President Manager, Alameda South Shore Office (415) 521-2424

Alameda Bank

Member FDIC

2424 Santa Clara Avenue 1414 Webster Street 2234 Otis Drive 980 Island Drive



### LOOSE LIPS

Alerion in 1912 and sailed it until his death in the late 1930's.

The new version of Alerion does have a modern twist to it. Above the waterline the hull is cold molded mahogany and cedar, with a teak deck. The structural and ballast keels, deadwood, floor timbers and mast step, though, are all made from one piece of molded fiberglass anchored by a long lead ingot. This process, similar to the one Sanford will use in building a 55-ft cruising boat at the Richmond yard, eliminates the traditional underwater trouble spots with wood boats.

Sanford has completed 22 Alerions so far. All but this recent one were made on Nantucket off the coast of Massachusetts. Alfred is a part owner in Richmond's Sanford-Wood Marina and when he didn't have space to expand into bigger boats, he decided to shift his operation west. The 55-footer will be similar to the Alerion in style, with a traditional design. The underwater element, though, will be a copper/nickel welded structure, which will hold the lead keel, tankage,

engine, and mast steps.

Alfred realizes the local market won't be his biggest. "The Alerion is just about the exact opposite of a Moore 24," he says. "And we're not trying to change to tastes of the Bay's sailors." Even so, the 6100 pound, centerboard Alerion is not a slowpoke. And there is no doubt that with its Herreshoff heritage it has thoroughbred pedigree.

Last month in "Always Coming Up", Al Wasserman credited acupressure bands with curing his lifelong problem with seasickness. However the company and address he gave for purchasing them is no longer good. You can currently get the Acu-Pulse Band from Acu-Health, care of Marine and Travellers Agents, 3020 Bridgeway in Sausalito 94965 for \$10. Or you can buy them at Anchorage Marine in either Sausalito or Richmond.

In the Bay Conservation and Development Commission (BCDC) recent Staff Report on Houseboats and Live-Aboards, the BCDC claimed that perhaps the biggest reason they were against allowing more than the current 40 legal liveaboards in San Francisco Bay was that because it was in violation of the public interest.

It's interesting to note that this July the harbor officials in Ocean-side decided that allowing 10% of the berthholders to liveaboard was in accordance with the recommendation of the State Land's Commission. Using a similar formula, that would mean 1,900 boats could be used for living aboard in Northern California, which just happens to be the low estimate of how many people actually liveaboard.

Oceanside currently charges \$2 a foot extra for living aboard

Many, many marinas in Southern California, most of them with no natural flushing action of the harbors, allow substantial numbers of people to liveaboard their boats. A certain percentage of boatowners living aboard their boats is viewed as being in accordance with the public interest.

September marks the start of the U.S. Power Squadron's free safety boating classes, which are offered to the public at no charge. Sailors, especially those new to boating, are invited to take advantage of these sessions, which run up to 12 weekly sessions. Included in the course are instructions in handling boats in normal and adverse conditions, seamanship and how to meet emergencies, rules of the road, compass and chart familiarization, trailering, piloting and a special session on river boating for those who do their boating there.

'83 HONDAS

Four Stroke
 Quietness
 Efficiency
 Reliability
 Performance

7.5 h.p.

7.5.h.p.

Solid State Ignition

• 60 Watt Alternator

• Remote Control (optional)

short shaft

long shaft

Vertical Start (optional)

LIGI	OALL
995.00	885.00
1,005.00	899.00
1,155.00	979.00

10 h.p. short shaft 1,155.00 **979.00** 10 h.p. long shaft 1,165.00 **989.00** 

FREE — Fresh Water Flush Kit With Each Engine

### Voyager Marine

1296 State St., Alviso, CA (408) 263-7633

### Nothing sails like a bird



One design racing at its best 30-foot bird boat to be built in glass.

Are you interested?

Call Lowden Jessup 461-1145

### ATOMIC FOUR

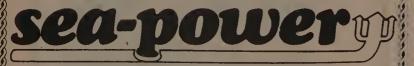
### **Universal's New Diesel** Replacement for **Atomic Four's**



Standard Equipment: electric start, shift lever, sea water pump, alternator, flex mounts, hand sump pump, lifting eye. Hurth reduction transmission, fresh water cooling, fuel pump, fuel filter, lube oil filter, decompression and glow plugs. Cylinder Head: marine chrome nickel alloy iron. Exhaust Manifold: cast iron. Fresh Water Cooling: bronze heat exchanger. Fuel System: Bosch fuel injection. Electrical System: 55 amp. alternator.

### FREE FOR MONTH OF SEPTEMBER

With Purchase Of Universal Model 25: An Ideal Windlass, HCWM — A \$730 Value — All Bronze Construction For 5/16 chain and boats up to 45-feet. 10:1 Ratio American Made!



333 KENNEDY, OAKLAND, CALIF. 94606

**Distributor: (415) 533-9290** 

**AUTHORIZED DEALERS:** 

MARINE ENGINE AND ELECTRIC San Rafael (415) 454-8177

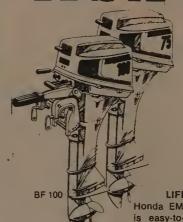
PENINSULA MARINE **SERVICES** 

RICHMOND **BOAT WORKS** Richmond (415) 232-5800 Redwood City (415) 366-2636

MARINE ENGINE AND ELECTRIC Santa Cruz (408) 475-4220 eggeggegggggggggggggggggggggggggggg



### 'S A HONDA



7.5 Horsepower

Short Shaft: \$885.00 Long Shaft: \$899.00

10 Horsepower

Short Shaft: \$979.00 Long Shaft: \$989.00

**GENERATOR** SALE

LIFE SAVER: EM-600 Honda EM-600 portable generator is easy-to-start; rugged; reliable; economical; compact; lightweight.



**LOWEST PRICES** ON HONDA

**POWER PRODUCTS** 

Generators Lawn Mowers

**Roto-Tillers** 

WILL SHIP ANYWHERE!

WATER PUMPS

**WA-15** 359.00 295,00

NEW

WA20XC 465.00 425.00 WA30XC 549.00

### SERVICE, PARTS & REPAIRS **MOTORCYCLES UNLIM**



In Marin County 5776 Paradise Drive Corte Madera, CA 94925 (415) 924-0327



### LOOSE LIPS

The classes are given in 17 different Bay Area locations and you can find out more by calling (415) 437-3311.

Last month's Boreas Race, in which three lives were lost, is a somber reminder that ocean racing is not to be taken lightly, and the ocean never to be underestimated. This year more than ever, it has been proven that some of the best boats with some of the best people can be lost in the ocean.

In April Australia suffered its worst yacht racing tragedy. Two Quarter Ton yachts, with very good and experienced crews, were sunk in just seconds after being engulfed in huge waves off Sydney during an overnight race. Four crewmembers were lost, all presumably drowned. Three of them were apparently unable to unclip their safety harnesses in time to keep from going down with their boats.

Just a month later a 35-boat fleet left New Zealand on the 1,140-mile Suva (Fiji) Race in 55-knot winds. The entries finished the race allright, it was the return trip with smaller, less experienced crews where things started to go wrong.

Southern Raider, a Laurie Davidson 38-footer that had won Class A, was rolled several times in huge seas and was abandoned 800 miles from New Zealand. Three of her four crewmembers were able to scramble aboard a container ship despite the 20-foot seas. A fourth was not as fortunate, getting crushed between the two vessels when his lifejacket snagged on a stanchion.

But that was far from the worst of it. The Farr 38, Lionheart, wrecked on New Zealand's northern coast while trying to make Whangarda Harbor to offload a crewman with a broken collarbone. The skipper was the only one of eight to survive; the boat was smashed to pieces and it took authorities a week to find all the bodies.

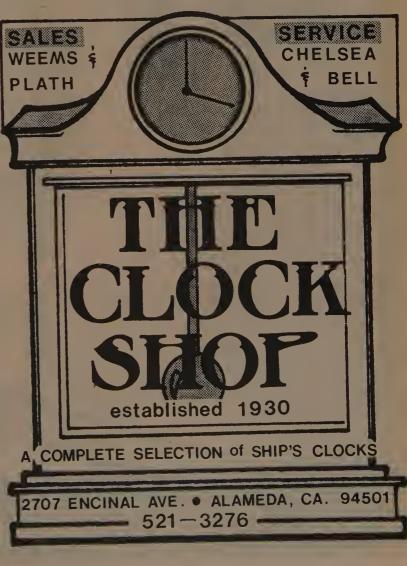
Although yachting is actually one of the least dangerous sports—an average of 12 climbers die in Yosemite each summer—there is still no substitute for preparedness, vigilance, and a little good luck.

As part of the twentieth anniversary celebration of the San Francisco Bay Cal 20 fleet, a regatta featuring past YRA and SYRA season champions of the past 20 years will be held on October 1st. Three races will be sailed in the vicinity of Knox and Yellow Bluff buoys. Past season champions who have moved on to bigger — but not necessarily better! — yachts will borrow boats and use the current owners as crew. A turn-out of at least twenty is expected for this event, which is the last in a series commemorating the 20th year of one design racing for this sturdy and ever popular fleet. A big party at the host San Francisco YC in Belvedere will follow. If you are a past season champ in YRA A or B or SYRA A or B and the organizers haven't contacted you yet, then call Betsy Leth at (415) 435-4874 for details.

"If you don't succeed on your own ground, then there's no reason to succeed, unless of course, you really want a boat. If you're a person who feels that with a yacht, everything will be all right, then you should do whatever you have to and get that yacht."

words of widsom on the subject of success from comedian Albert Brooks as reported in *Playboy* magazine





West Warmes BOATSHOW BONANZA!
SEPTEMBER BOATSHOW





Sale ends Sept. 30th

Be safe and look sharp with the NORTH SPORTS VEST

- This vest looks so good that you'll actually wear it on the boat
- Rugged cordura nylon fabric soft nylon inner lining
- Closed cell foam flotation CG Applorved Type III vest
- Rust-proof zipper and handwarmer pockets
- · Comes in red, blue, or orange with contrasting stripes - sizes small through extra large

Sale Price \$69.95

#### MATCHLESS LIGHTER FOR **GAS STOVES**

- Works every time ignites stoves quickly, safely
- Trigger action produces powerful spark
- Long handle keep fingers away from
- Lasts for over 300,000 sparks List \$9.95

Sale Price \$7.99



#### FRAM FUEL FILTERS

- Assure 100% water removal from diesel and other fuels
- · Filter solid contaminants down to 1 micron in size
- Cuts maintenance costs and reduces "down" time
   Provided with mounting brackets
- and installation instructions

Single Body Filter - for engines with up to 30 GHP flow requirements List \$95.38 Sale Price \$44.95

Extra cartridge List \$18.18 Sale Price \$8.49

Double Filter — for engines with up to 100 GPH flow requirements

List \$145.83 Sale Price \$68.99

**Extra Coalescer Cartridge** List \$8.08 Sale Price \$3.79

**Extra Separator Cartridge** 

List \$8.88 Sale Price \$4.15 Gas Filter for Inboard

List \$66.23 Sale Price \$31.99

Extra Cartridge List \$7.42 Sale Price \$3.49

ONE HAND **DIVIDERS** A must for accurate navigation! Classic

DAVIS MARK 25 PLASTIC

This is the best plastic sextant on the

learn celestial navigation with and

crossings. This sextant is highly

Used by world famous circumnavigators

and local cruisers alike. A great sextant to

continue to use with confidence on ocean

recommended! Used by our staff on 1983

Sale Price \$117.00

SEXTANT

Transpac Race!

List \$175.00

market.

design makes it easy to use with one hand. Made of brass with stainless steel tips. This is a great boat-warming, birthday or Christmas gift. List \$15.95

Sale Price \$10.99



### **DUAL ACTION** SIPHON **MATE PUMP**

TEKNA MICRO-LITE

· Great for pocket, seabag, glove compartment

- 1400 candlepower
- Lights for 11/2 hours on 2 "N" batteries
- Waterproof
- Only 4" long × 11/2" diameter List \$6.95

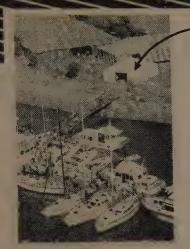
Sale Price \$4.79

### • Leaves no sticky residue

- Smooth white vinyl surface

Sale Price \$2.29





### -Visit West Marine's Tent at the

### **BAY AREA BOAT SHOW**

Sept. 14-18 at the San Leandro Marina

We'll have lots of quality electronics,
hardware and clothing on display —
including a first look at Barient's brand new line of winches!

Talk to the Barient factory representative
or one of our staff about the
exciting new developments in yachting equipment
for you and your boat!

-SEE YOU THERE-



#### **EMERGENCY ANTENNA**

This compact antenna is **strongly** recommended!

- Serves as a back-up when masthead antenna is lost (as in a dismasting).
- Quickly attaches to the back of your VHF
- Gives up to a 15-mile range
- No re-wiring necessary

Sale Price \$8.49



#### ANCHOR CHAIN HOT DIP GALVANIZED

U.S. Made.

Absolutely necessary for secure anchoring. Keeps the shank of your anchor on the bottom where it belongs. We recommend using as much chain a you can handle, with 15" the minimum.

Working Ultimate Sale/ft Load Strength List/ft .69 1.29 750 3000 2.01 .99 1250 6000 1900 7500 2.87 1.49 4 06 2650 11500



#### MICROLOGIC 5000 LORAN C NAVIGATOR

- Lat/Long
- Landmass Correction
- 59 waypoints
- Very compact
   List Price \$1495.00

Our Low Price is \$1249.00

### SILVER DUCT TAPE

Used on boats meters for any

from Lasers to 12 and all purposes!

2" × 30' List \$2.65

**Sale Price \$1.29** 

2" × 180' Seems like a lot, but you'll use It! List \$11.50

Sale Price \$4.99



Make your sailing even more enjoyable! enjoyable! Come in to West Marine and outfit yourself with the and outfit yourself with the right clothing from Foul Weather Gear from Foul Weather Shoes to Shorts, from Deck Shoes to Sunglasses and Hats!



Made of rugged plastic — resists oil, gas. Lift out tray has sliding shelf. Plenty of room for all your boat's tools. Measures 16½" × 8¾" × 7½". List \$22.19

Sale Price \$14.99

Discount Stores in these 4 convenient Bay Area Locations

Santa Cruz 2450 17th Avenue (at the freeway) (408) 476-1800 Sausalito
475 Gate 5 Road
(100 yds. north of Harbor Dr.)
(415) 332-0202

Oakland 2200 Livingston St. (23rd Ave. Exit, Hwy 17) (415) 532-5230

Palo Alto
850 San Antonio Rd.
(corner of E. Charleston)
(415) 494-6660

Open 7 days a week! Monday thru Friday 9 to 6, Thursday nights 'til 8, Saturday and Sunday 9 to 5
Satisfaction Guaranteed or Your Money Back
Send for our Free Discount Catalog



ENJOY A NEW WAY OF SAILING!

### **AUTOHELM AUTOPILOTS**

Free yourself from the helm. Give yourself time to relax, tend to chores and thoroughly enjoy your time on your boat. Autohelm autopilots are simple, low cost, and enjoy a solid reputation among racers (singlehanded and return delivery crews) and cruisers alike.

Autohelm 1000 for tiller-steered boats to about 35 feet List Price \$595.00

Only \$439.00

Autohelm Autopilots feature • Simple Owner Installation

Extremely Low Current Drain
 Variable Sea State Control

Proven Reliability
 Compass Control

Optional Wind Vane

Autohelm 2000 for virtually every tillersteered boat List Price \$995.00

Only \$749.00





Autohelm 5000 The ultimate below-decks pilot for sail or power boats. Several options available. List \$2450.00

Only \$1789.00

Autohelm 3000 for wheel-steered boats to about 40 feet List Price \$1095.00

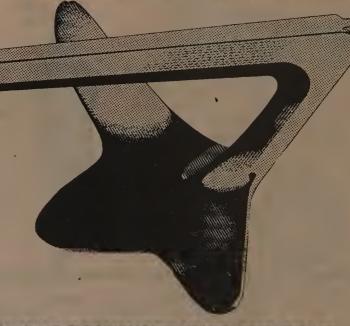
Only \$819.00

There is an Autohelm for virtually every boat from 17 to 50 plus feet.

The Amazing, Award Winning

### BRUCE ANCHO

- Digs in within 2 shank lengths
- Rolls upright regardless of how it lands on the bottom
- Made of Hi Tensile Steel
- Will not pull out when boat swings
- Excellent rock hook
- No moving parts
- Has provision for a trip line



STOP BY ONE OF OUR STORES-TEST OUR DEMONSTRATOR AND TALK ABOUT YOUR ANCHORING NEEDS WITH ONE OF OUR SALESPEOPLE.

Santa Cruz 2450 17th Avenue (408) 476-1800

Sausalito 475 Gate 5 Road (415) 332-0202

Palo Alto 850 San Antonio Rd. (415) 494-6660

Oakland 2200 Livingston St. (415) 532-5230



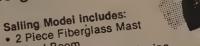
# How Can You Resist Those FATTY KNEES??

FATTY KNEES... Designed by Lyle Hess

•Unsinkable! •Well Designed and Solidly Built! •Rows, Sails, and Tows With Ease!

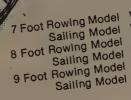
•Neat Looking! Traditional Lapstrake Design!

Over 100 Sold By West Marine Last Year!

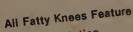


• Wood Boott
• Sail and All Running Rigging
• Mahogany Daggerboard, Tiller, Rudder and Plug for Daggerboard Well

· Oars and Oarlocks

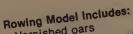


7 Foot Rowing Model
Sailing Model
8 Foot Rowing Model
West Marine's Price is \$745.00
West Marine's Price is \$945.00
West Marine's Price is \$945.00 West Marine's Price is \$1295.00
West Marine's Price is \$1125.00 West Marine's Price is \$1445.00



Steam Bent, Copper Riveted Teak Rails Teak Trim

Molded in Lapstrakes Dry Storage Compartment Towing Eye



Everyone Loves FATTY KNEES — Visit Any Of Our 4 Stores and Find Out Why!!

Best Friends

(Yachtendera Syntheticus

DINCHIES

"World's Toughest Inflatable"



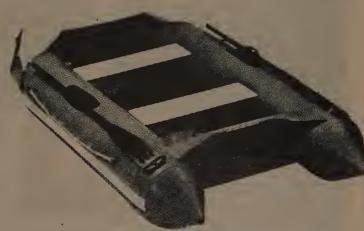
REDCREST Very popular as a yacht tender. 9'3" long, holds four people.

List \$905.00 Only \$779.00 SPECIAL \$699

AVON 9 Same as the Redcrest but without some of the "frills."

List \$760.00 Only \$655.00

SPECIAL \$599



ROVER 3.10 A great yacht tender that will handle up to a 10 hp engine. 10' long, holds up to

List \$1395.00 Only \$1199.00

SPECIAL \$1099

Santa Cruz 2450 17th Avenue\* (408) 476-1800

Sausalito 475 Gate 5 Road (415) 332-0202

Palo Alto 850 San Antonio Rd. (415) 494-6660

Oakland 2200 Livingston St. (415) 532-5230



### 2 a jolly fine king is he!

The gentleman pictured below is royalty, King Olav V of Norway to be exact. What's he doing in a United States sailing magazine? Well, he's the only monarch we know who celebrates his 80th birthday with a regatta starring



King Olav V of Norway.

most of the world's best maxis.

Born in 1903, Olav started sailing at age 16 in boats that were similar to Dragons. In 1920 he took up Six Meters and became very proficient in them. In fact he's the only king we know who has won a gold medal in the Olympics, taking that top honor in the Six Meter class during the 1928 Olympics.

Olav has owned seven Six Meters, six 5.5's, and presently owns the Eight Meter, *Sira*. About as healthy an 80-year old as you're going to find, this year the strapping king raced in both the 5.5 and Eight Meter Worlds. Good for him!

His Majesty is a member of the Royal Norwegian Yacht Club, a 5,000 member organization that happens to be the largest sports club in Norway. It's also the oldest, and is celebrating its 100th anniversary this year.

Because of the long and cold winter nights, sailing in Norway is done between the months of May and September. In July, when the big events are held, the summer nights are very long. In fact the 300-mile Skaw Race, supposedly the "overnighter" in the four race Skagerrak Cup, was no overnighter at all. The sun didn't set until 11:30 p.m. and then rose again at 2:30

cont'd on next sightings page

#### boat show

For the first time in three years, Bay Area boaters won't have to split themselves between two fall boat shows. In 1983, there will be only one major in-the-water and on land show, sponsored by the Northern California Marine Association. It will take place "under the big top tents" at the San Leandro Marina from September 14 to 18. The past couple of Septembers the NCMA has shared the autumnal spotlight with the Mariner Square extravaganza, but an agreement between the two earlier this year changed all that.

There will be over \$5,000,000 worth of boats, motors and accessories on display at the NCMA event, which has been running



### singular

since 1973. In addition, there will be special features such as a discussion of racing and cruising sail inventories presented by Sobstad Sails' Jocelyn Nash, a miniature 12 meter regatta, a windsurfer race and a wooden boat rowing series. Radio stations KNEW and KSAN will have their Money Machines on hand as well, with both cash and coupons for marine gear circulating inside.

Sailboats on display include:

West Wight Potter Panda 38 Spindrift 46 MS Slocum Yachts

cont'd center of next sightings page

### king - cont'd

a.m. — it was plenty light to see throughout the night.

Most of the maxi's that showed up to honor King Olav were from the United States. The group included Marvin Green's 80-ft Nirvana; William Johnson's 72-ft Windward Passage, Huey Long's latest Ondine, an 80-footer; Jan Pehersson's new 80-ft Peterson design from Sweden; and Jim Kilroy's old 80-ft Kialoa III. For Kilroy it was an interesting experiment to see if his old boat, equipped with a new mast, rudder, and keel, was anywhere near as competitive as his newer Holland 80-footer. It was not.

Nirvana, a Dave Pedrick design, won the event by a mere 15 point over the ageless Windward Passage. Kialoa III took a very respectable third.

For the nucleus of the maxi fleet, it's on to Mallorca and Sardinia for the summer; then on to Australia for the Southern Cross Series during our winter. In 1984 the big events are the Pan American Airlines Clipper Cup Series in Hawaii during summer, and the St. Francis Big Boat Series here in September. King Olav? He'll probably just hang around Norway, content to have lived such a full and illustrious sailing life.



### wildly immodest

At times publishers are given to make wildly immodest claims on the covers of their magazines. We were reminded of this recently when a new swimming/fishing/boating publication humbly announced that it was the largest marine publication in the Bay Area.

A mere wisp of a thing, we had no idea what they could be talking about until another publisher called to explain the joke. "Don't you see," he said, "their pages are three inches wider and almost three and a half inches taller, than yours." Okay, now we get it. Nobody ever accused us of being too bright.

cont'd on next sightings page

#### boat show

the new CT 38
MacGregor
Tradewind 46
Union 36
Bruce Hopwood 25
Norseman 447
Saber 38
O'Day 34



#### boats - cont'd

New Zealand Farr 10<sup>20</sup>
Catalina 27, 30 and 36
Nonsuch 30
Nauticat 40
Nordic 40
Baltic 38
Bristol 41
Hardin 45

Kaufman 47

contid center of next sightings page



### wildly immodest - cont'd

But the prank did get us to thinking about which marine publication had the most number of pages. We were a little bit surprised when we checked the August issues, but here are the page numbers of the single issue marine publications in the United States last month, listed in order of decending size:

Latitude 38208	3 pages
Sail Sail Sail Sail Sail Sail Sail Sail	+ pages
Yachting	pages
Cruising World	o pages
Motor Boating & Sailing	8 pages
Wooden Boat	2 pages
Boating	0 pages
Waterfront	0 pages
Bay & Delta Yachtsman	8 pages
Yacht Racing & Cruising	U pages
48 North	o pages
Sea	4 pages
Sailing	0 pages
San Diego Log	18 pages
Soundings4	l0 pages

Now don't get us wrong, we don't normally claim to be as big as Sail, and Yachting, Cruising World; all those guys really put out huge bombers from time to time. But we were tickled to find that for at least one month, Latitude 38 was the biggest marine publication in the United States. It's something we can brag about to our grandchildren, and we thank all of our readers, advertisers, and contributors for making it all possible.

We've busted our butts for you folks in the past and plan on humping harder than ever in the future.

### west indies for the winter?

With these great days of summer, it's hard to believe that those cold winters months are just ahead. If you shudder at the thought of cold weather, perhaps it's time you make some warm water winter sailing plans.

One of the possibilities you might consider is the West Coast Invitational British Virgin Islands Challenge Cup, December 1-11. This is a ten-day racing/cruising package that proved to be a big success with members of the airline industry last year. The sponsors, the British Virgin Islands YC, the BVI Bareboat Assocation, and Pusser's Rum, thought it would be a great format to offer to west coast sailors too. So it's coming to pass.

There are 31 boats in all available to charter for the event, ranging from C&C 38's to Morgan 46's. Depending on the boat, the crew can be anywhere from four to six people. You could also rent a bigger boat, like *Chrismi II* shown at left ripping past St. John, but you won't be able to race for the Cup.

The racing for the Challenge Cup actually takes place over three days; the rest of the time is set aside for cruising. While it's serious racing, it's not that serious. For example the boats are equipped with roller furling headsails, and neither spinnakers, spinnaker poles, or whisker poles are allowed. But don't get the idea it will be boring; the warm trades usually blow 18 to 25 knots in the Virgins, making the miles click by. Islands are generously scattered throughout the courses to make it all the more interesting.

The races are mixed with social events to maximize the fun and social interaction. The first race, for example, is on Sunday from Tortola around Peter Island to Dead Man's Bay, about 12 or 15 miles. After the racing there's a big beach party BBQ at Dead Man's Beach and the Peter Island YC.

The second race is the next day, about 20 miles up the Sir Francis Drake Channel to Virgin Gorda, where there will be a buffet dinner and dance at

cont'd on next sightings page

### warm west indies - cont'd

Drake's Anchorage. The following day is a cruise day, to either the famous Bath's at Virgin Gorda or the Bitter End YC.

The final race of the series is from the Bitter End YC about 25 or 30 miles to the place where Jimmy Buffet sings it will get better, Canegarden Bay. There'll be a big bash there at Stanelys including a pig roast. Keeper trophies and a perpetual will be handed out that night.

After the racing is over, there are still three full days left to cruise the innumerable fine anchorages — and the Pusser's Rum company store in Roadtown.

What's it all cost? Well all inclusive — meaning air and ground transportation, food on boats, regatta fees, tickets to entertainment, rum rations, and all tha jazz — runs between \$1255 and \$1350 per person, assuming four people per boat. The cost per person is slightly less with six per boat.

In all honesty, the purpose of this regatta is more to drum up business for the tourist industries than it is to test sailing skill, but we think a lot of our readers would really enjoy participating. We know we would. For further information call Maureen Weaver, of the Santana 35 *Dream Weaver*, at 865-5542.

### sailing legend

Mention the name Goldfield to any old Caribbean hand and you'll get a nod of recognition; mention the same boat to a Cayman Islander and his eyes will light up. More than just a famous schooner, this sailing legend



The Goldfield, temporarily tied up at the San Francisco Marina.

stopped briefly in San Francisco this July, on her way "home" to become a national monument.

The 125-ft schooner was built by the James Arch Shipyard in the Cayman's, and rolled into Hog Sty Bay in the year 1929. Ninety-nine tons with a beam of 23 feet, she draws a mere eight feet. The Goldfield is mostly built of Cayman hardwood, specifically a indigenous mahogany that is unusually resistant to rot and worms. She was planked with Louisiana yellow pine.

Boatbuilding tools of that time were very rudimentary in the Caymans, a group of islands in the shadow of Cuba. Sometimes rather than shaping the wood to fit the hull, special 'searchers' would scour the swamps for branches that had been blown to the desired shape by the wind.

Throughout their history the Cayman Islanders have had a strong seafaring tradition. For almost 200 years their primary industry was pirating, which later gave way to turtling. The Goldfield was built specifically for the turtle trade. She'd catch the hard-shelled reptiles in the Miskito Keys of

#### boat show

Hunter 34 and 31 Morgan 36 Vindo 45 Hans Christian Hotfoot 27 S&S 40 and 47 Olson 40 Ericson 38 Pearson 42 Merit 25 French Pretorian 35 Prout 37

Showtimes are Wednesday through Friday from noon to 8 p.m., Saturday from 10 a.m. to 8 p.m. and Sunday from 10 a.m. to 7 p.m. Tickets can be bought at the gate and cost \$3.50 for adults, \$1 for ages 6 to 12.

#### one

If things continue the way they've been going, you'll soon read about someone crossing the Atlantic in a resin impregnated cardboard box powered by a t-shirt tied to a broomstick. Last year Scottish adventurer Tom McClean, 40, made the trip in a 9'9" craft. At the time it was the smallest sailing vessel ever to complete the trip. It wasn't long after that that American Wayne Dickinson set a new record by sailing his 8'11"

### simplify,

You think there are too many boating regulations in California? If so you can now do something about it.

Bill Ivers, the new director of the California Department of Boating and Waterways is asking for all interested parties comments and suggestions to reduce the number of regulations. This, he says, is all part of Governor George Deukmejian's policy of trying to eliminate unnecessary and burdensome regulations.

Currently all state agencies are reviewing their regulations. The criteria being used to

### happy birthday

Did you know that on August 4th the Coast Guard celebrated its 193rd birthday? This service started in 1790 under Alexander Hamilton, then Secretary of the Treasury. It was originally called the Revenue Marine. In 1832 it became the Revenue Cutter Service

#### boats - cont'd

Children under six get in free. Discount coupons worth \$1 off adult admission are available at marine retailers and show participants around the Bay Area.

When you're at the show, make sure you stop by our booth and pick up the latest issue — or maybe one of the few back issues. Although none of our staff will be there — we'll be out running around putting the next issue together — our old man will be on watch behind the counter. He can tell you all about the South Pacific during World War II, and you never know, he might give you a and you never know, he might give you a free Latitude 38 visor. Wowie!

For more information call Carol Ramey at 436-4664.

### downmanship

God's Tear across the pond.

McClean, who runs an adventure training center in Scotland, evidently couldn't stand being second best. On June 9th he set sail from Newfoundland in a 7'9" dinghy called *Giltspur*. Sixty-two days later he set foot ashore at Porto Harbor in Portugal. No one has heard yet from Dickinson to see if he wants to challenge the new record.

### simplify

evaluate them include public benefits, cost, and proper authorization.

The intention sounds great, but will it amount to anything? We doubt it, as right now the California Assembly and Senate have 20 more bills affecting the marine industry in the works. But if you want to give regulation reduction a shot, call or write Cal Boat at (916) 322-1829, or 1629 S. Street, Sacramento, California 95814. The deadline is August 29th, but don't believe in deadlines.

### coast guard!

and served to protect our coasts and aid distressed vessels. In 1915 it became officially known as the United States Coast Guard. Besides its primary function as a search and rescue agency, the Coast Guard's missions

contid center of next sightings page

### goldfield - cont'd

Nicaragua, and then sell them at market in Key West, Florida. She was an unusually fast boat, always winning the work boat regattas.

That the Goldfield was not equipped with an engine or electronics probably saved her from U-boats during the second World War. But the lack of those modern implements eventually made her untenable as a hunting vessel. So she began a period of carrying regular cargo, passengers, and mail between Tampa and Grand Cayman. In this capacity she was the last pure sailing vessel conducting trade with the United States.

For the people of the tiny Caymans, she took on huge importance during this period, serving as the sole lifeline to the outside world. As one Cayman Islander said, "She was the telegraph, the plane, the post, and brought food and loved ones home."

But as time passed she was owned by private yachtsmen. Ed Engemann bought her in 1967 and sailed her around the Caribbean and Mexican waters for ten years. Then just a few years ago Brad Johnson of Seattle heard she was for sale and purchased her — without sails or rigging — in Mexico for a reported \$15,000. He sailed her up to Seattle where the Goldfield has remained for several years.

But the boat means so much to the Cayman Islanders that they started a Goldfield Foundation to buy her, bring her back to the Cayman Islands, and restore her for a National Monument. Ernest Panton of the Foundation speaks of the sentiment he feels for the one winch schooner: "Stepping on deck, I felt if it took me the rest of my life, if I had to sell Casa Bertmar, if I had to do anything but get a divorce, this boat had to come home."

The Goldfield is deep in the hearts of all Cayman Islanders; her image graces the obverse side of their 25c piece. Even more telling of their attachment is a willingness to pay \$150,000 for a vessel that's in need of extensive renovation.

There's always been talk that the Goldfield is something of a magical boat. Owner Brad Johnson, who is deliverying the boat to the Caymans, says he's experienced it. When bringing the boat north from Mexico just after he'd bought it, he'd gotten a little lost in a storm. Not knowing exactly when to turn, a lady appeared and put her hand at his shoulder and said, "I'll tell you where to turn". Eventually she did, and when he brought the boat around, all the runnings lights mysteriously went out.

### chartering in mexico

A few months ago we reported that as of April 1 NAO became the first company allowed to legally charter sailboats in Mexico. Now, according to



A great Gulf anchorage.

Kenny Murray of Sailing Unlimited in Alameda, his firm will also be offering charters in Mexico. Murray, who will base his three boat operation out of

cont'd on next sightings page

#### mexico charter - cont'd

Cabo San Lucas, will be taking his fleet down in November and will have the first charter begin on December 1. Their season will end in February.

The only way Sailing Unlimited's program differs from NAO's, is that you have to belong to Sailing Unlimited Sailing Club, and you have to exchange the money you'll spend in Mexico here in thhe United States. Sailing Unlimited vessels cannot be chartered by people who are already in Mexico.

Murray will be running charters varying in length from seven to ten to fourteen days. The cost will be about \$1,000 to \$1,500 per person, depending

cont'd on next sightings page

### happy

are marine environmental protection, port safety and security, drug interdiction, fisheries conservation, aids to navigation, ice operations, boating safety and military readiness.

The Twelfth Coast Guard District is headquartered on Alameda's Government Island and covers Northern California, Nevada and

Below, it's summer time,

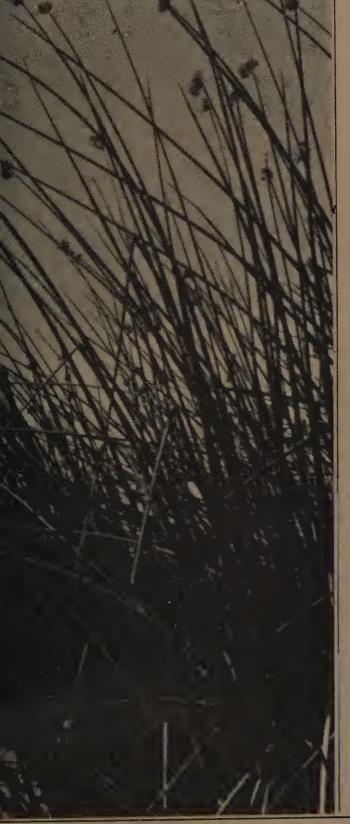


### birthday - cont'd

Utah. There are 2,300 people assigned here, serving both ship and shore assignments. They respond to 6,000 search and rescue cases annually, saving about 200 lives each year.

Happy Birthday, dear Coast Guard, Happy Birthday to you!

and the Delta cruising is easy.



#### mexico charter - cont'd

on the boat. These prices *include* airfare, meals, ground transportation — just about everything but booze. Flights will leave Oakland and San Francisco with a stop in Los Angeles. AeroMexico will be the carrier.

Short charters will be around Cabo San Lucas; the middle length ones will take folks up to La Paz; and, the longer ones will feature a crossing to Puerto Vallarta. These will be hands-on charters in which the crews will be steering, grinding, cooking — doing everything a regular boatowner would do. Each boat will, however, have licensed skipper.

The vessels involved are a 64-ft ketch, an Irwin 40, and a US 42.

Charters will be eating out at least three times a week, helping pump some badly needed dollars into the Mexican economy. If you've ever tasted that good Mexican chow, you'll be happy for that, especially at the ridiculously low prices.

Although we've never been on either an NAO or Sailing Unlimited charter in Mexico, and therefore can't recommend them carte blanche, we sure can recommend winter sailing in Mexico. Fantastic!

For further information on Sailing Unlimited's program, call (415) 521-5900. For further information on NAO's charter program out of La Paz with the Steven's 40's and 47's, call (800) 638-7044.

### independent sailmakers

After a month-long diet of shoe leather, we'd like to correct one of last month's most egregious errors. In Loose Lips we made the comment that for go-fast sails, the options for Bay Area sailors were North, Horizon and the new Sobstad (ex-DeWitt) lofts. There's nothing wrong with the statement — these lofts, all part of large, international companies — have made names for themselves by making sails for winning boats. However, to say that this trio is the only source for speedy sails falls considerably short of the truth, as was quickly pointed out to us after last month's issue came out. In an attempt to rectify this oversight, here's some information about the men and women sailmakers who you don't always read about in the ads but who nevertheless are not strangers to the winner's circle.

#### steve toschi

Steve Toschi has owned his Leading Edge Sails in San Mateo for five years, this after spending 13 years at Mitchell Sails in Sausalito. As an International 14 dinghy sailor, Steve was one of the best. Using Leading Edge Sails he went on to become a force in the Bay's competitive J/24 fleet. His Wild Kingdom, which he sailed with his wife Anne, won the YRA season trophy in 1980 and took second in 1981. Currently his sails adorn the Frers 36 Surefire, a winner in the IOR Bay races, and Terry Anderlini's Knarr Benino, class leader in the YRA fleet.

Steve says the racing market is difficult. "You can beat a guy 100 times and he still may not be impressed enough to buy your sails," he says. "He'll keep thinking it's because your boat is better or you're a better sailor." Nevertheless, Leading Edge's main advertising is done by word of mouth. Steve says the work is never ending, but he's beginning to see it pay off. Last year they bought the building their loft is in, and he describes Leading Edge as being 'rock solid'. "Our volume might not be as big as other lofts, but neither is our overhead," he says. "We can charge 10% to 15% less and still use high quality material."

One of the myths about smaller sail lofts — a myth perpetrated by spokespersons for the larger lofts — is that they don't get the best cloth to work with. Steve says it's not true. He gets the right to refuse anything that Howe and Bainbridge, the major American supplier, delivers, just like the big lofts. Considering there are 400 functioning sail lofts on the West Coast (including Canada), it behooves the suppliers not to treat the majority of their customers shabbily.

cont'd on next sightings page

### independent sailmakers - cont'd

kame and jake

After ten-and-a-half years of operation in Oakland, Kame Richards and Jake van Heeckeren's sail loft, aka Pineapple Sails, is one of the oldest independents in the area. The two met as college students, Jake at Stanford and Kame at Cal, and went into business shortly thereafter. They started off with a bang when their sails were on TransPac winner *Chutzpah*, in both 1973 and 1975. Since then they've had great success in the one design fleets, from the Cal 20's, Ranger 23's, Santana 22's up to Santana 35's and Islander 36's. Recent big boat successes include 1982 Danforth winner *Salt Shaker* and 1983 TransPac Class A champ *Oaxaca*.

Unlike many smaller lofts which must devote a majority of their time to cruising sails, over 75% of Pineapples business is in the racing market. "We're service-oriented towards regular people, rather than megabuck-oriented to those few who set the example," says Kame. Much of their business comes from people dissatisfied with the franchise lofts: The difference in sails, he says, is minimal. The key is in service. "Perhaps my most important job," he adds, "is going out sailing with customers, which I do from eight to ten times a week. You have to follow up and bust ass all the time."

That dedication has paid off. The loft recently moved into a larger, more modern facility on Second Street. They have a staff of 12, and Kame says they got through the 1982 recession in good shape.

One of the lofts most endearing assets is their ubiquitous red and yellow "Powered by Pineapples" logo, which can be spotted in a myriad of locales around the Bay. Kame says the idea was born at a Round Table Pizza a decade ago when he and Jake were looking for a trademark. They had cut out all their competitors' logos from magazines and spread them out on the table, looking for an idea that wouldn't overlap any of them. Their entree that night was a ham and pineapple pizza, and someone made the comment that they certainly couldn't name their venture "Ham Sails". The pineapple, with its association to hospitality and the Hawaiian Islands, has worked out perfectly.

#### sally lindsay

Palo Alto's Sally Lindsay has operated her Spinnaker Shop for five years, specializing in racing spinnakers. She can handle any size, from the two-person dinghies up to maxis such as 1979 TransPac first-to-finish *Drifter*. Her latest success is the 1/2 oz. chute on *Crackerjack*, the 36-footer from San Diego, which won class honors at Long Beach Race Week. Locally, Chris Benedict uses her spinnakers in International 14's, Tony Chargin flies them on his Rhodes 19, and so does Bruce Adornato on his Ranger 29 *Exit*.

Sally herself is a past North American champion skipper in the 505 class, and makes one of the better downwind sails in that competitive class.

Sally says she doesn't feel she's competing with the big lofts. With a staff of six, they're able to give lots of personal attention, even to dinghy sailors who don't buy big ticket items. They also do "white sails", as Sally calls mains and jibs. To keep the money coming in during the slow winter months, they handle other sewing jobs, including canvas work and industrial assignments.

#### russ williams

Richmond's Russ Williams of Eclipse Sails is another veteran in the trade. He's happy to report that this last quarter was his best in the eight years he's been in business. Over half the orders are for racing sails, and they've done work for everything from small one designs, to Folkboats, and Knarrs, to IOR racers like *Mirage* and *Impetuous*, and even the 70-ft Stephens sloop *Adios*.

"We can go head to head with anyone," Russ says proudly. "Everything from the 'trick stuff' like mylar and Kevlar to the soft cloth cruising sails." Eclipse does little advertising, relying on word of mouth and reputation. Russ feels that people who buy based on the ads are a limited market, and that

cont'd on next sightings page



### vacant berths @

A couple of years ago it seemed you couldn't get a berth without slipping the harbormaster a couple hundred bucks. But as



### independent sailmakers - cont'd

those who do are paying for big name sails with higher prices. Eclipse emphasizes service, no matter how big or small the customer's order.

#### peter sutter

No discussion of independent sailmakers can ignore one of the Bay's freest thinkers, Sausalito's Peter Sutter. "The Old Fart" has been cutting and sewing for over 30 years and has made sails for all kinds of craft from TransPac winners, to the 85-ft schooner Wanderbird, to tanbark sails for Jabba's Barge in the movie Return of the Jedi [See story elsewhere in this issue]. Currently his fastest creations are on the J/29 Hot Lead, which is doing well in this summer's YRA season. "We don't make many racing sails," says Peter, "but the ones we do make are fast!"

Peter's not overly concerned with the addition of a third mega-loft in the Bay Area. He's seen too many sailmakers come and go over the years. His staff currently numbers seven, although he admits there are times he wonders what it would be like to go gargantuan. At a certain point, though, he decided to stay small and concentrate on service.

Not everyone may realize it, but back in the early 1960's Peter worked with Don Goring to develop the first radial spinnaker. Peter recalls spending a day at the masthead of the 63-ft cutter Orient, looking at the chute's shape, cut with horizontal panels. He knew there must be an easier and more efficient way to build the sail.

On his way back to the slip that day, Peter stopped at a Mill Valley toy shop and bought two round beach balls. Back at the shop he gave one to Goring and said, "How much of this surface would make a good spinnaker, and how can we cover it with material?" The pair worked feverishly into the rainy night. Peter's wife eventually called and asked what was going on. Finally at 2 a.m. they quit, but a new spinnaker was born, with panels radiating down from the head to the foot. The radial head is still a standard feature in most spinnakers today, thanks to the results of that burst of inspiration.

#### don goring

Don Goring left Sutter's loft after five-and-a-half years and went into business for himself. Today he's still at it, working by himself with two seamstresses as Bogart and Goring Sailmakers in Alameda. Having managed numerous employees — he ran the North Seattle loft with 22 workers for a while — he finds the small scale preferable. "I enjoy sewing," he says. "With more than eight people you just became a salesperson.'

Most of Goring's business is cruising sails. Having apprenticed at the end of the cotton era, he can offer a variety of skills to his customers, including hand-sewn work. He also has a racing background. His 30-ft sloop Starbuck was one of the early ULDB's on the Bay, and used to terrorize the MORA fleet in the late 1960's. He's having the boat reconditioned and plans to start racing again next season, which he hopes will draw other clientele. "There's plenty of business to go around," he says, "and we continue to grow steadily, so I'm happy."

#### bob hogin

Bob Hogin, who owns Alameda's Hogin Sails with partners Margaret Woodford and Emily Van Der Horst, also likes staying small. "There are less complications to deal with," he says. Like Bogart and Goring, most of their sails are for cruisers, although the J/30 Gadzooks wore her Hogin sails while winning division honors in the Wheeler Cup and the Doublehanded Lightship race last year.

#### 85 others

Obviously this discussion is not exhaustive. There are over 85 functioning

cont'd on next sightings page



the above photo of Brisbane's handsome new marina shows, that just isn't the case

cont'd center of next sightings page

### independent sailmakers - cont'd

sail lofts in California alone. Some of those we missed from the Bay Area are Sausalito's Westwood Sails and Mitchell Sails (and importers Neil Pryde); San Rafael's Haynes Sails; San Francisco's Harriet's Sail Repair (agent for Jotz Sails in Weaverville); San Mateo's Lam Sails, Oakland's C&G Sails and Santa Cruz's Larsen Sails.

One loft that recently closed its door was Mark Heckman's Quicksilver Sails in Alameda. Mark ran the ultimate independent loft — a one-man-show. He did everything but the bookkeeping, and for three-and-a-half years made a variety of sails, both cruising and racing. His racing record was commendable — a national title in the Santana 22 class, two wins in the Doublehanded Farallones race, and two MORA-IOR season titles.

Mark, however, became disillusioned trying to fight the big ad bucks of the franchises. His ad campaigns tended to the bizarre and humorous rather than listing how many races his sails had won. While the technique created a cult following of sorts, it may have backfired in the long run. "People didn't take me seriously when they thought of racing sails," he says now. Those who did buy from him kept coming back, but he saw little hope for the long haul. Rather than be driven out of business, he chose to close his doors, paying all his bills with a little left over. He's now working part-time at Pineapple Sails, and is going back to school for a degree in geology.

The closing of Quicksilver Sails is the only loft we know of that's had to do so locally in the recent past. In spite of the presence of two highly successful "super" lofts, North and Horizon, and the recent addition of a third, Sobstad, the small, independent lofts are firmly entrenched on the sailmaking scene. They provide an alternative which Bay Area sailors obviously appreciate.

### retrofitting old birds

Because they have been around so long and because their owners have usually numbered many of the finest sailors on the Bay, the Birds have



Three Birds on a bay.

served as a training ground for a whole generation of local yachtsmen. The phrase "he sailed Birds" has become a peculiar sort of accolade. To qualify a potential crewman by saying, "He sailed in Stars" is to indicate he is a red-hot sailor with a good knowledge of the art, but to have sailed in Birds is to have passed the post-graduate course. The diploma means the student not only knows sailing, he knows sailing on the Bay with its fine winds, rough water and tricky currents. He knows that it ebbs first near the San Francisco shore.

cont'd on next sightings page

### vacant berths @

anymore.

In fact there are quite a few marinas in the Bay Area with open berths. Right next to Brisbane is Oyster Point Marina; when we cruised through a few weeks ago it looked like there were quite a few vacant berths in their newer section. Then just down the channel is the new Oyster Cove Marina, home of the San Mateo YC. It also appeared to have a good percentage of unfilled berths.

There is room in the East Bay, also. The Oakland Estuary's Marina Village, like all the others named above, is attractive, new, and still has berths open. And over in Emeryville the brand new big marina looks like it's just about to open its arms to several hundred boatowners.

For those not wishing to rent a berth, Saturday, August 20th, was the big auction for 50-year leases on the slips at San Francisco's Pier 39. Attendees were knocked out by the huge spread that was put out for the potential bidders: lobster, shrimp, scallops, oysters, lox and bagels. And not little plates either, but huge mounds of the stuff. And of course there was plenty of booze; four permanent bars and countless waitresses kept tongues from getting swollen. Apparently the auctioneers felt the booze would loosen up the wallets.

It must have, because three hours later Pier 39 had accepted bids totalling 10.4 million dollars. Vice President of Marketing, Cindy Robertson told *Latitude 38*, "We're ecstatic!" Their two years of work paid off, for there was sufficient revenue generated by the sale of the subleases to begin work on the

### who is that man behind the foster grants?

If you think it's Ted Turner, the guy who just a couple of years ago gave up sailing as unimportant, you're absolutely right. The so-called Mouth of the South, the man who brought the America's Cup to the attention of the general public, has apparently fallen back on bad habits.

It all started up in Newport, Rhode Island, earlier this year where Ted agreed to drive a 12 Meter as part of an exhibition-type race. There he met George deGuardiola, owner of Locura, which finished second in the SORC and was selected as a member of the United States Admiral's Cup team.

Locura lost one of her top crew to business demands for the Admiral's Cup, and George asked Ted if he'd like to fill in as a watch captain and back-up helmsman. Ted

### pier 39 auction - cont'd

\$4.8 million breakwater, and the nearly \$5 million in improvements to the docks and facilities.

The smaller berths went on the block first, and the 36, 40, and 45-ft berths went like hotcakes. Leading off the afternoon was a \$32,000 bid for a 36-ft slip, some \$12,000 over the minimum. None of the berths sold for the minimum bid.

Thirty-six foot berths went for between \$28 and \$32 thousand; 40-ft berths for between \$29 and \$34 thousand; and 45-ft berths for between \$34 and \$41 thousand!

The bidding was usually punctuated by applause, hollering, and "allright!" 's. Even if you weren't buying, it was a lot of fun to be there. The most spirited bidding was between a man and a woman over a 95-foot slip. Sorry girls, the big guy took it with a bid of \$108,000!

The biggest single move was by a gentleman who reportedly bid \$350,000 for six 60-ft berths.

Invariably the larger berths had less action than the smaller ones. In fact 19 of the larger berths did not sell. At this time Pier 39 plans to keep them for month to month rental, believing that the future is big for big berths.

Cindy Robertson feels that about ten percent of the purchasing was done by people for investment purposes. She was surprised how many out-of-the-area people stopped by to bid. Reflecting on the day that represented two years of groundwork, she gasped, "It was awesome!"

So it's full speed ahead at Pier 39!



cont'd center of next sightings page

#### old birds - cont'd

He knows the flat spot behind Angel Island. He knows the eddy in the flood current near the north end of Golden Gate Bridge and a hundred other secrets the Bay slowly divulges to the racing man.

A San Francisco Chronicle columnist wrote those words back in 1961 for Yachting magazine. Today the expression "he sailed in Birds" may not create the same awe as it did then, but the fact that these 30-footers are still actively racing does. These 30-foot anachronisms, with their 20-ft booms, club-footed jibs, and 4800 pounds of ballast, are one of the venerable "woody" classes on the Bay.

The wooden makeup of the Birds may change soon, however. According to fleet member Lowdon Jessup, the Bird owners plan to allow fiberglass hulls, much like the Knarr class has done in recent years. Using an existing hull and deck, they will make a mold and produce a fiberglass version with the same weight and center of gravity as the wooden boat.

Owners can then either take their old mast, keel and rigging and put it on the new hull, or go with an all new boat if they like. The idea is that both the wooden and fiberglass models will be able to compete equally. Hopefully the introduction of low maintenance glass hulls will also draw new members to the class. As these fowl fans have been saying for the past 60 years: "Nothing sails like a 'Bird'." Jessup's number is (415) 442-6514 (work) or (415) 461-1145 (home).

### candy ass yanks

Readers with good memories will recall that in Volume 73, we reprinted a piece from Pacific Yachting called "Candy Ass Canadians". Actually it was not an article, but some get-tough advertising copy from John Sampson of Artic-Tropic Yacht Sales in Canada.

At its conclusion we proposed a writing competition for similar copy for United States yacht brokers, and offered a \$50 first prize. The winning entry, submitted by Lynn Nakkim of Honolulu, is as follows:

#### is that all there is, rocky?

When you were little and they asked what you were going to be when you grew up, you didn't answer "Bored!", did you? And yet that's the truth, isn't it?

You certainly didn't grow up to be a cowboy. And this life of stumbling into your car, risking your life on the freeway, and putting in eight hours of drudgery, only coming back to growl at your wife and bark at the children, and then methodically plug yourself into the television was not what you dreamed about, was it? What ever happened to that little kid? What happened to his dreams of high adventure?

You have responsibilities now, you say? And struggle as you may, you can't seem to get ahead of the car payments, the house payments, inflation, and stock market miscalculations? And you've been thinking you might like to have a home computer. For what? It doesn't take an electronic brain to figure out that you're missing the boat.

Boat? What boat? Who said anything about a boat, you protest. You have no boat, no aspirations for a boat, boats are the farthest thing from your mind. That's what I mean, you're missing the boat. This boat. Life itself. You going to wait until you're too old and decrepit to climb aboard? Until your lungs rot from smoking and your liver conks out from booze? What are you saving all that money for, the best quality iron lung? A classy funeral? Four weeks in a beach chair in front of the Sheraton Waikiki?

As a yacht broker, sure I'm prejudiced, but I think you are on the wrong tack, entirely. I don't think you're going anywhere as you climb the corporate ladder. So you make vice-president? So you make another ten thousand a year? If you never get to taste the salt wind or dive for mempachi off Kona or Truk, then what did it all amount to? When you are just a marble marker and

cont'd on next sightings page

#### is this all - cont'd

a fading memory, then who will care whether you were VP or not?

Worried about your job? You've always been able to make a living, haven't you? Somebody will hire you when you get back from Tonga. And if you are worried about the economy, what better hedge than a mobile, floating home off which you can fish while you wait for things to get back to normal? Who knows, after a year or two it may not matter whether the U.S. economy folds. You may not even care anymore.

Are you one of them, one of the unthinking proletarians who crowd the freeways each morning and afternoon like robots programmed by the powers that be? Or are you one of us? Someone once called the United States a nation of sheep. Frankly, sheep have more fun than most Americans. They sleep out under the stars every night, have lots of good scenery and fresh air, relax in the sun, and mingle daily with family and friends.

Sewage, effluence, pollution, call it what you like, it's all around us in the good old U.S. of A. That's what was flowing down the Love Canal in New York State, that's what's been coming up out of the ground in Des Moihes, that's what Honolulu dumped off Waikiki last month, and that's what killed all the salmon in the Connecticut River. I can only think of one way to cut through all that shit, and that's to escape aboard a sleek, well-trimmed cruising yacht.

A yacht! Good grief. Only a rich man can afford a yacht. Not true — check the ports of call in Tahiti, the Bahamas, and the Greek Islands. No one would call some of those salty owners rich, and yet they were once insurance salesmen, high school teachers, riveters, or manning the desk next to yours. They're not rich, they just chose to live like they had money.

Your wife won't let you? Well, name the boat after her and she might just go for it. How about the image of tanned children, a slimmed-down healthy wife, and slightly toughened you? Just you folks, the boat, the wind, the sea, and the horizon — nothing else. What else is there?

You have a dream — you would never have read this far otherwise — so when are you going to start living it? If not now, then when? In the *next* life? Even that computer you haven't got yet will tell you you only get one turn around this earth. Most Americans blow it — fritter away sixty or seventy years in the boring routine of an unpleasant life in a fourth rate city, eating, sleeping, watching TV and dying.

Don't be one of them. Cash in those worthless pieces of paper that say you're important to a system that is meaningless and hollow to the core. Take off for the parts of the world where people still know how to be human beings, how to gather food, face the elements, enjoy the finest climate, and laugh, live, and love as humans were meant to before they decided to systematize, deodorize, calendarize, and sterilize their lives, and bodies, and minds. Trade a Raratongan a California t-shirt and a can of pork and beans for an afternoon of throw net fishing lessons. Give a Tahitian family a ride from one island to another. Get on the boat, man, and get on before they have to hoist you aboard with a crane.

This isn't all there is. Life is out there, but you have to seek it, and you'll be needing a boat. Fiberglass, ferrocement, or classic wood, dreams come in all shapes and sizes and in an astonishing array of prices. What'll it be, June in Pagopago or the rest of your life with Leave It To Beaver? It's your move.

### sailing blind and making it

Hank Dekker, who's 98 percent blind but hardly handicapped, sailed his 25-foot Seafarer Meridian cruiser *Dark Star* into Honolulu on August 19th, completing a 23-day singlehanded sail from San Francisco. The ex-race car driver, who has lost his sight from glaucoma over the past ten years, undertook this amazing trip to serve as an inspiration for other disabled people. He has certainly achieved that goal.

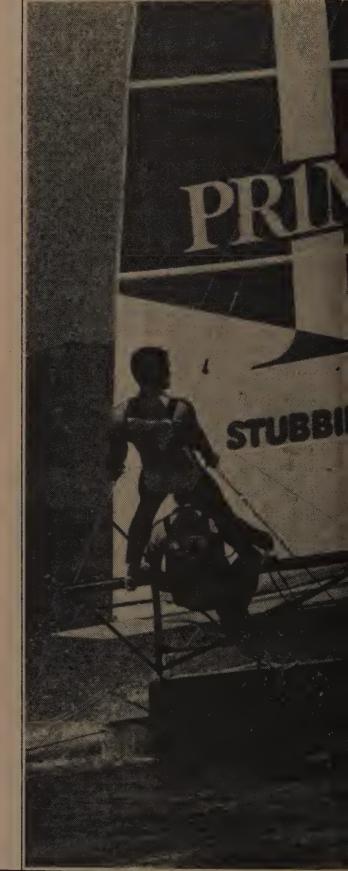
Dekker was originally going to leave before the TransPac racers departed

cont'd on next sightings page

#### ted @ the

said yes. Apparently he didn't need much coaxing, either. DeGuardiola said Turner "expressed a strong interest getting back into yacht racing".

In England, where Ted was very low-key and did 'team' things like help scrub the bottom, it's been rumored that he's about to buy



### glasses - cont'd

Bob Bell's 81-ft Holland design, Condor. With Ted's cable television and Atlanta Braves interests doing well, it may happen. Buying a proven winner and keeping her in the front of the pack has been Ted's philosophy with previous boats such as American Eagle and Tenacious.

### sailing blind - cont'd

Los Angeles on July 2nd. He had friends on *Merlin*, the 67-footer which finished second in the race, who were going to come out and greet him off Honolulu. Delays kept pushing back his departure, however, and he wasn't able to leave San Francisco until July 27th. Aided by braille charts, a braille compass, and speech-capable clock and Loran, he sailed an almost true course to his destination, and was overjoyed when the Coast Guard in-

cont'd next sightings page

An Aussie 18 screams across the Bay. Talk, about your sail area!



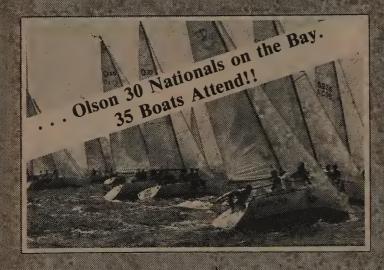
# PT. BONITA MID-YEAR RACE REPORT



Race winner under any rule.

### THE MOST EXCITING WORD IN ULTRALIGHTS

This is the ultralight that explodes the myths about ultralights. Ask anyone who races them or against them, this is the boat that goes upwind boat for boat with bigger IOR boats, but leaves them in the dust on a reach or run.



### Pt. Bonita:

### The Performance Place

September is the last month for you to order one of Pt. Bonita's performance machines in time for the 1983 mid-winter season.





### PT BONITA YACHTS

1220 Brickyard Cove, Pt. Richmond, CA 94804 (415) 232-7337 Yacht Sales Brokerage Charter placements in Mexico, Tortola, St. Lucia, or local charter fleets. Custom yacht projects, grand prix racers to single handed cruising yachts

# CHOOSE YOUR WEAPON!



Exceptional Value! "Millendium Falcon". Choate 41, fast autside, confortable invide. Dennis Choate designed/binit w/wedge deok cabin arrangement & balsa core full. This '78 design rates in the 2 ton category & remains a highly competitive racer without sacrificing comfort & conveniences below. A full teak interior, fabric custons. + a comfortable salley w/mcch. refrig. Full racing compliment of North sails, full race elect. high, & more, just add crew & got Recent survey is avail, for inspection. \$87,500. At our docks.



"Jumpia" Jeck Elash". Bavidson SO: 82. Faster boat for hoeselfan a santa Cruz Si winle gaing F lower. JOR. Built w Type 75 Klegeceld Siglass, brais of w/bulkheads & ring frames. He easil driver full's capable of austaining extremely high speeds, in spite of his high performance personality, six retains the trad, appearance below of a cruising vach, Mexico, Hawaii, or the Danforth. The speed freels mile chines. (202) 100.



"Irextional", Custom Peterson 4t. New Peterson designed Kerl & nadder '82, new North suitmentony '82, Thint, SORC' '80; Cupper Our Team '82, Bullets include S.F. Challenge Cup, Stone Regatta, S.F. Petpetual Cup, \$165,000.



"Crierity", Screndigty 41, 1981. Best performance value on the West Coast in its size range. Flush deck, earn feat interior, full safely Equipped A ready immediately for anything from the Swith sure the SORC. Unbeatable combination of equip, cond., gear 4 price Africable interior, Most recent victory, 1983 Cabo San Lucas Race Prices from markers, as \$155,000.

#### Additional Race Boat Listings

"Great Fun", TransPac winne				"Doh No".
			Inquire	
"Annabelle Lee", Big Boat Sc			275 (NM)	Olson 30, re-
C&C 40, excellent condition.				Summerlim
			\$25 ( <b>3)</b> (3)	
		0 / 10 - Julius 1000 (100) (1000 (1000 (100) (1000 (100) (1000 (100) (1000 (100) (1000 (100) (1000 (100) (1000 (100) (1000 (100) (1000 (100) (1000 (100) (1000 (1000 (100) (1000 (100) (1000 (100) (1000 (100) (1000 (100) (1000 (100) (100) (1000 (100) (100) (1000 (100) (1000 (100) (1000 (10		



"Voletten Rabhit". Cal 3.34. '9. One of Bill Lapworth's best ain round designs. Fest, responsive, yet casy to handle by a courle. The accomedations & cock pit arrangement are amons the most practical for any restel in this size range. Equips w/bedexial steering. VHF. d.s., v.m., 4.69 Westerbeke dsl, hotdered pres, water, stereo. Delta awning, rear sea ladder & more. Velveteen, Rabbit's DeWilt inventory inchange spinnaker & Scalaut P. & genos. \$59,950. At our signerabile.



Downeast 45, 178. This is absolutely the best example of a cutter rigged 43" ketch await, today. Her thoughful owner has auto-five WSSB, radar, hearing & cooling air conditioning, app, mecharetele/ricezer, windlaws, dingliny on davits wide. Furthing lib top, Loran, & so much more. She's craiked the entire west coast from Mexico to Alaska, & is prepared to go again today. Surprisingly, she is available at well below, market as \$134,500.



Ericcot 38, £1. A knowledgeable owner has used & cared for this vessel in a lashion to make her look better than new. Her well chosen as of equip, includes 5 has of tails, complete spin, year, k.m., d.s., i.g., w.g., w.s., MOB gear w strobe CNG store, refer built-in-cable handing & club racing w/self-tailing primaries and halyards lod aft. There is no better graph or maintained 8-38. Replacement value is

#### Additional Cruising Boat Listings

Valiant 47, like new, generator, microwave, refer, Hard Sails	\$280,000
Morgan 46, Brewer design, full elec., liveaboard or bluewater cruise as is	\$176,000
Valiant 40's, three to choose from	\$129,000
Treya 39, rugged performance cruiser, sisterthip to Singlehanded TransPac v	vinner\$125.000
Call 39 tri-cabin	\$115,000

	40.000.000.000
Esprit 37, performance cruise or club race in this customized sistership to Bob Perry	C. (275.73
TO A PARTICULAR DESCRIPTION OF THE PARTY OF	Tr. 10 15 75
	15 000
"Ricky Nelson" A. 31	15.000
11114	
	Charles and the second
CALLS A CONTRACTOR AND	
Cal 31, singlehanded craise or singlehanded Farallenes, she's ready right down to the w	CONTRACTOR OF THE PARTY OF THE
一个人有意识,他们有意识的 <b>是"有</b> 的意思的,我们就是我们的人,我们就是我们的人,我们就是我们的人,我们就会这个人,我们也不是我们的人,我们就是这个人,也是这个人,	STATE STATES
boards, Must see	33.3HA2
	10 m 3 m 2 m 1 m 1 m 1

If You Don't See YOUR Boat, CALL. We Have Extensive Custom and Production Boat Listings. We Will Find Your Boat.



If You Think You've Considered All The Options While Searching For A Thoroughbred Offshore Cruising Boat, Then Stevens Of Annapolis Yachts Has Just Made The Search One Step Longer.

# Consider the Sparkman & Stephens 40 & 47

Both the Sparkman & Stephens 40 and the Sparkman & Stephens 47 cruising yachts are the product of the combined talents of Rod Stephens of Sparkman & Stephens and Bill Stevens of Stevens of Annapolis Yachts. Together they have blended years of experience in yacht design, cruising, and chartering to create two vessels so uniquely suited to the aim of transporting two or more ocean voyagers in speed and luxury that they have added new dimensions to the realm of offshore pleasure cruising.

that they have added new dimensions to the realm of offshore pleasure cruising.

Rod and Bill believe that blue water cruising should be swift, pleasurable, and leave the voyagers rested and relaxed at their next landfall. The concept and execution of both the 40 and the 47 serve this purpose as no cruising vessel has ever done before, from hull shape, cockpit layout, and interior design. Every aspect is uniquely true to the purpose of providing a level of ease and pleasure that simply is not available in any other vessel in her class today.

Pt. Honita Yachts invites you to take the next step and come aboard the 40 or 47 today. Experience the touch and feel of a yacht belitting the most discriminating owners and discover the next step in the realm of enhanced blue water voyaging. You'll search no farther.

A limited number of these yachts are available for charter placement in the Stevens of Annapolis management programs in Baja, Tortola and St. Lucia. For further details of the program and its potential tax advantages contact Paula Blasier or Robert Hardin at Pt. Bonita Yachts.

#### PT BONITA YACHTS

1220 Brickyard Cove, Pt. Richmond, CA 94804 (415) 232-7337 Yacht Sales Brokerage Charter placements in Mexico, Tortola, St. Lucia, or local charter fleets.

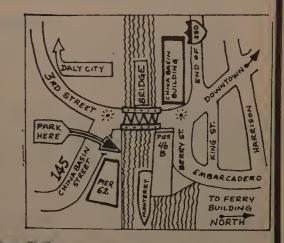
Custom yacht projects grand prix racers to single handed cruising yachts:

# LIFERAFT SERVICE & SALES



- \*Specialists in Testing & Repair of Inflatable Liferafts & Boats
- \*U.S.C.G. Approved Facility Revere Liferaft Factory Trained, Certified Technicians
- \*Bay Area's Most Modern Facility
- \*Liferaft Experience Since 1965

Willard Marine Service & Sales, Inc.



FACTORY APPROVED FOR:

AVON • B.F. GOODRICH CREWSAVER®

TOYO • GIVENS • WINSLOW • AUTOFLUG

And Other Quality Inflatables

EXCLUSIVE BAY AREA

145 China Basin, San Francisco, CA 94107

(415) 974-6390

# \$20,000,000

# available for boat loans in California

#### LONGER REPAYMENT TERMS AVAILABLE.

From now until August 30, we've set aside \$20,000,000 for boat\* buyers in California.

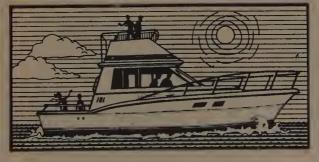
Chase Manhattan Financial Services has an established Marine Program and it covers boats of your choice, sail or

power, new or used. Most lenders offer boat loans for a period of seven years or less. At Chase Manhattan Financial Services you can take longer to repay.

All loans are on a simple interest basis, and there's no prepayment penalty.

You can choose fixed or variable rates. We can approve loans quickly and we get you your money fast. If you need to finance \$10,000 or more, give us

a call. In Newport Beach call (714) 760-2671. In the Bay area: (415) 856-8585. In the San Diego area: (619) 457-2434. Get the credit you deserve.





Chase Manhattan Financial Services

...for the credit you deserve.

Chase Manhattan Financial Services

Chase Manhattan Financial Services

© 1983 The Chase Manhattan Corporation

## SIGHTINGS

#### sailing blind - cont'd

formed him he was only 20 miles off course on the day before he made landfall.

Since learning how to sail in 1981, Dekker has logged 4,000 sea hours. He currently owns Grey Whale Charters, a charter sailboat service at San Francisco's Pier 39. In preparation for his Hawaii trip, Dekker singlehanded from Morro Bay to San Diego and back in 1981.

#### clipper cup

Last month Commodore Tompkins proclaimed the Pan American World Airlines Clipper Cup Series — held every other year in Hawaii — to be the best ocean racing event in the world. If you, your syndicate, or syndicate-to-be is interested in taking on the very best, be advised that entry forms for the fourth running of the event are now available.

The dates of the five-race series are August 4-19, 1984, and entries accompanied by the \$500 fee must be in by June 30 to avoid the late fee. Yachts must rate between 26.0 and 70.0 IOR to qualify, and while there will be no limit to entries, there will be some screening of applicants by the Waikiki Yacht Club.

As always, this is a five race series. Three races are 27-mile ocean triangles off Honolulu, sponsored in turn by Michelob, Coca-Cola, and the National Broadcasting Company (NBC). There's also a 150-mile middle distance race to Molokai and back sponsored by Kaula Koi Corporation. The biggie is the 775-mile Around-the-State finale sponsored by Hilton Hawaiian Village. The series is conducted by the Waikiki YC and sponsored by Pan American Airlines, a carrier all participants are urged to patronize.

(A new addition to the series this year is the Sheraton Molokai Tune-Up race on July 28, for Pan American Airlines Clipper Cup entries only).

The Pan American World Airlines Clipper Cup is renowned for its international competition with many boats from the United States, New Zealand, Australia, Japan, and elsewhere. The temperatures are always tropical, and the winds consistent, be they light as in the 1980 or howling as in the 1982. Unlike the SORC and Admiral's Cup competitions, luck and local knowledge are of little importance compared to sailing skills. It's the best boat winning in the best of sailing conditions.

And of course nobody sells Hawaiian hospitality short, be it from the Waikiki, Hawaii, or any of the other yacht clubs in the islands.

If you're thinking big, you'd better start thinking about the Pan American World Airlines Clipper Cup now. And no matter where you are in the Pacific Basin, there's plenty of major yachting events preceding to practice on: December's Sydney to Hobart; March's Hong Kong to Manila; May's Sydney to Vanuatu; June's New Zealand to Tahiti; July's Victoria to Maui, and July's San Francisco to Kauai.

Complete information and entry forms are available from the Waikiki Yacht Club, 1599 Ala Moana Blvd., Honolulu, Hawaii 96814.

#### free celestial navigation classes

We've always been surprised by the number of cruisers we've met in Mexico and Hawaii who've said they've learned their navigation from the same able instructor, Peter Jowise of El Cerrito. If you're heading cruising or just want to learn some piloting and navigation skills, you'll be interested in the fall quarter classes he and Linda Weber-Rettie will be giving at the College of Alameda.

Beginning early in September, the tentative schedule is as follows:

Coastal Piloting: Tu, Th - 5-7:30 - LindaCoastal Piloting: M, W - 7-9:30 - PeterBeginning Celestial: Tu - 7-10 - PeterBeginning Celestial: Th - 7-10 - Peter

cont'd on next sightings page

#### training

The American Sail Training Association publishes a directory of Sail Training Ships and Programs every other year. It's full of photos and statistics of tall ships all over the world; just right for dreaming and scheming of days at sea. While some of the programs are directed towards young people and those who are considering a career in the Navy, there's still plenty of ships that go cruising with people of any age and persuasion.

The purposes of the Sail Training Association are to "promote sail training as an educational and character building experience, to bring together the tall ships of the world in a spirit of friendship and to educate people in the values of our maritime traditions". Lofty goals, as they would say.

#### america's

Given the soaring costs of putting together an America's Cup 12 meter campaign (\$4 to \$8 million per boat), whoever wins the 'auld mug' this year may want to consider a scaled down version the next time around. Within the past year, the latest sailing rage in Europe has been the miniature 12 meters. These ten foot small boats (or large models, depending on your outlook) are almost as high tech as their 60-foot progenitors, with rod rigging, mylar sails, and go fast hardware. The skipper/crew reclines in the cockpit, steering with his/her feet and entertaining visions of Bus Mosbacher, Ted Turner and other great 12 meter skippers.

"You don't have to be athletic to sail these boats. All you have to move is your arms, which makes it sort of like drinking." So says Jim Taylor, who thought the concept of teeny 12's so good he has started a company to manufacture them. His Milli-Meter Marine in San Rafael is now producing a 12-foot version. By mid-August he had completed 16 hulls and had orders for over 50 from places like Texas, Hawaii, New York and Maryland. By the end of September he plans to be turning out three boats a day.

Taylor used to be the race manager at the St. Francis YC, but after four years decided to leave that position. Noting that over 500 of the miniature 12's had been sold in Europe and that the American companies making the boats were having trouble keeping up with back orders, he decided to give boatbuilding a shot. He consulted Mill Valley naval architect Bob Smith for a design. They both agreed the 10-foot model looked too fat where the helmsman sat, so they decided to lengthen it by  $2^{1/2}$  feet and make the girth

# SIGHTINGS

#### directory

In even numbered years the ASTA sponsors the tall ship races. In 1986 they'll be coming to Vancouver. Hawaii is the port tentatively scheduled as the starting point. Following the visit to Canada other ports will be Portland and San Francisco. The 1983 directory can be ordered for \$3 plus postage from: ASTA, Eisenhower House, Fort Adams State Park, Newport, Rhode Island 02840.

Local mentions in the directory include the Stone Witch, a part-time sail training vessel, the National Maritime Museum, and the Maritime Humanities Center in San Francisco, as well as Ocean Voyages, the Bay Area Marine Institute, and the Oceanic Society.

merlyn storm

#### cup redux

measurements more normal for the hull.

The end result, which costs \$2,495 ready to go, is 3' wide, 2'4" deep and has 60 square feet of sail with a 150% genny. The spinnaker adds 41 square feet. The hull, made of fiberglass by San Rafael's Bill Kreysler, weighs 130 pounds. Total ballast, including the skipper, cannot exceed 450 pounds. The non-live weight is loaded into the bottom of the hull and is fitted with handles for carrying.

Taylor sees the Milli-meter as a perfect boat for lake and protected bay sailing, suited for pleasure sailing with one-design racing as an additional option. Oddly enough, though, he has very few orders for the Bay Area. That situation may have been remedied by his launching party for the boat at the San Francisco YC on August 11th. Bay sailors, many of them from the IOR and one-design ranks, were lined up on the docks waiting to go for a ride. J-Boats West in Alameda will be dealers for the Millimeter

The lack of Bay Area interest has also been felt by the other local source of miniature 12's, Svendsen's Marine in Alameda. They've been importing the 10-foot Mini-12 from West Germany since January, and have sold them to customers in Colorado, Seattle and Los Angeles. So far, though, no one from here has forked over the \$3,995 for a complete boat. Over 250 have been sold in Europe however, and Svendsen's feels the international organization backing the Mini-12 will make it more attractive in the long run. They also just got word that the makers, the Boatworks in Hamburg, has sold a set of molds to a Southern California outfit. That may help bring the price down.

#### celestial - cont'd

Peter is a long time Natural Science instructor at the College of Alameda, and was navigator on *Bravura* in the 1981 TransPac. This will be his last year instructing before retires. In 1985 he and Pat Jowise will be heading off in that long anticipated cruise in their Freedom 40, *Viva*!

Linda Weber-Rettie is a well-known San Francisco sailor who made her reputation by sailing in the San Francisco to Japan singlehanded race two years ago.

For registration and information, contact the Registrars' offices at 522-7221. The good news is that these classes are still expected to be free! The College of Alameda is located at 555 Atlantic Avenue, Alameda. The first and second right-hand turns after coming out of the Posey Tube from Oakland will put you on the campus.



#### CHARLEY'S

The strangest thing happened to Charley on her way home from Hawaii: her damn keel fell off! That's right, the 10,000 pound lead fin keel, which had been bolted to the hull with eight large stainless steel bolts, just disappeared into the blue Pacific waters 288 miles north of Honolulu. Delivery skipper Chuck Hawley, who was part of the crew which sailed Charley to first-to-finish honors in the 1983 TransPac, says he and his three crewmates could hardly believe it. In a split second their 67-foot racing sloop had become a giant tippy canoe!

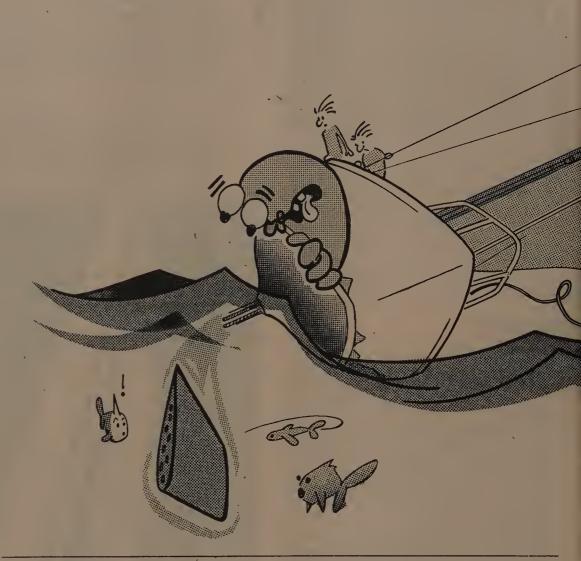
Prior to the running of this year's Trans-Pac, much was made of the fact that *Charley* was extremely tender. Before she went south for the July 2nd start off Los Angeles, the boat went out for several daysails on the Bay. Even with 25 people on the weather rail and the small cruising main up it took only a moderate breeze to put the leeward rail under. To think that there would only be eight onboard for the full bore sprint across the Pacific sent chills down observer's spines.

Miracle of miracles, not only did *Charley* stay upright throughout the race, but sans keel she made it back to Oahu, and through a gale to boot! Much of the credit for this last feat belongs to Hawley. Looking back on it now, though, he still considers it a bad dream.

Chuck's story goes like this: Fully provisioned for the 2,300-mile sail home to San Francisco, Charley set sail on August 1st. Aboard were Chuck and Dana Prentiss, Bob Heitman, Libby Brian and Bill McCluen. Dana had been helping Chuck with Charley ever since he finished the TransPac and Bill is a friend of Chuck's from the East Bay. Bob and Libby were pick-up crew, the latter a New Zealander who has recently been sailing around the Pacific.

I he quartet headed north, close reaching on starboard tack in the prevailing trade winds. Nearby were several other returning TransPac boats, including the Frers 51 Tomahawk. The sailing weather was perfect. On Tuesday the wind was blowing from the east at 20 knots and Charley steamed along at eight to nine knots. Around 4 p.m., though, the boat started heeling over real far. Chuck was down below and came up to find out what was going on. Charley was over 60 degrees and going sideways in the water. They tried easing the sheets and nothing happened. Chuck thought perhaps the keel had folded up, but when he peered over the side all he could see was the shiny keel bolts.

"I thought to myself 'This is a dream' ", he



says. He went back to the cockpit and told the others. They struck the sail, but the boat stayed on its side and there was no response on the helm. Just to make sure, Chuck had Bill go over the side with a mask and a line tied around his waist. His report: no keel, just the keelbolts.

Chuck called the Coast Guard, who had trouble believing him. They thought maybe he meant the rudder broke. "No, I'm sure it's the keel," he told them. He also called Tomahawk, which was still nearby, and they came alongside to assist if needed. In spite of having no keel and with the 72-foot mast towering above the hull, Charley didn't roll over. Chuck turned on the engine and found that at three knots the boat would track and they could steer fairly well. They released Tomahawk and turned south, heading back to Ala Wai, the closest port.

At six and a half knots they cruised along wobbling their way through the swells. For the next 48 hours the boat heeled from 20 to 60 degrees constantly, but Chuck and his crew handled it like pros. No one got

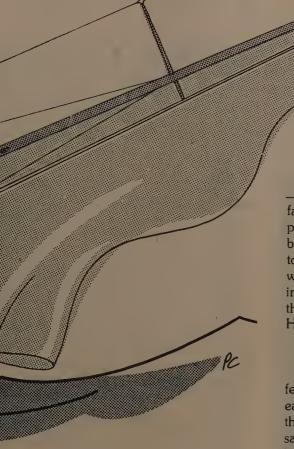
sick, even when their foul weather gear became soaked with diesel fuel, which they had to jerry jug into the fuel tank. When the boat rolled the fuel would spill and run down their jackets and pants.

There were two major worries on everyone's mind. One was that the jagged keel bolts would vibrate and split the hull below the waterline, flooding the interior. The other was the tropical storm Gil, which was 200 miles east of Oahu and coming their way. On the charts it looked like it might turn into a hurricane. No one wanted to think about going through something like that with no keel.

"We did a lot of what John Andron (one of Charley's crew on the TransPac) calls 'contingency planning' ", says Chuck. "What if we capsized and we were caught below? What if the hull cracks and we start to sink? It was fun thinking of all the things that could kill you!"

Chuck did have support elsewhere, especially from owner Nolan Bushnell. He reached the Silicon Valley entrepreneur over the radio and was told not to worry about the boat. "He told me just to make sure that no

## **BIG DROP**



DRAWING: PETER COSTELLO

one got hurt. I felt real good that he considered us the priority," says Chuck.

On Wednesday morning the storm hit, with winds of 28 to 42 knots. There were times, reports Chuck, that the wind speed indicators at the masthead might just as easily have been measuring water speed. Charley pitched and rolled and even did some 180 degree spins with the bow swinging all the way back around to the north. By Thursday morning the wind had quieted to 25 knots. They reached Oahu that day and after pulling into the Ala Wai harbor, no one believed their story about the lost keel. Chuck and his happy crew didn't really care at that point—they were just glad to be back.

The loss of a keel on any boat is rare; for one to drop off a state-of-the-art racing machine is unfathomable, so to speak. The obvious question is how did it happen? So far, no one has the answer, but many are eager to find out. Most concerned are the boat's owner and skipper, Nolan Bushnell and Bruce Munro; the boat's builder, San Diego's Geraghty Marine; the subcontractor who made the keel, Los Angeles' Keelco; and the boat's designer, Ireland's Ron Holland.

Munro, who also serves as general counsel for Bushnell's Pizza Time Theatre business, says this is a serious liability situation. No conclusions have been reached so

far and no one has yet been exonerated. He plans to have the lead from the keel, the keel bolts and the design all analyzed by experts to try and determine just what happened and why. He adds, as do many others, that most important was the fact that the crew kept their cool, no one was hurt, and Chuck Hawley did a superb job under great duress.

Keelco and Geraghty Marine have differing opinions, and, as might be expected, each tends to think the other carries more of the responsibility. Don Huseman of Keelco says he's built over 30,000 keels and never had any fall off before. His contention is that because the bolts were solid rather than threaded, the 10,000 pounds of lead simply slid off. Usually Keelco puts a "J" hook at the bottom of the bolt for extra holding power. The bar stock on Charley was straight, except for the forward bolt which was angled aft to conform to the leading edge of the keel. Huseman (who went to Hawaii to inspect the boat after it returned) adds that Geraghty also welded cross ties to the bolts, which he feels were too weak to hold the keel's weight. (The cross ties disappeared with the lead).

Steve Rock of Geraghty Marine says the cross ties were never meant to support the keel. They were welded on to keep the bolts in line so that they would fit the holes in the bottom of the hull after the lead had been cast. As far as he's concerned, everything they did is still intact, and they built the boat exactly as designed. They used solid stock because it's stronger than threaded bolts. Rock says that what holds the lead to the bolts is a good casting and lead that's hard enough to hold its shape.

As for Ron Holland, a top designer of IOR a racing boats, reports are that he is as baffled as everybody else as to what happened. Charley is Holland's first large ultralight and he may have to rethink the long, narrow keel design (Charley is ten times as long as she is wide).

here are other possible contributing factors. After Charley's first race, last March's

Newport Beach to Cabo San Lucas race, it was discovered that her keel was bent. Bending it back may have weakened the lead and steel. Chuck Hawley says they had trouble keeping the keel bolts tight almost from the time the boat was launched in late December.

Charley also bumped the bottom several times, including three times in Lahaina during the Sauza Cup following the TransPac, as well as being t-boned by a Choate 48 in the harbor there. On the Lahaina to Honolulu race, shortly before leaving for San Francisco, they set a record of 5 hours, 50 minutes and 50 seconds for the passage, averaging almost 12 knots. As in the TransPac, the boat was knocked down several times. Sausalito's Mark Rudiger, who was aboard at the time, recalls that the mast shuddered a lot and the vibrations certainly must have been transferred to the keel. The



Chuck Hawley steered Charley home.

combined effect of all these bumps and bruises may have hastened the keel's demise.

At last report, Charley was sitting in the Keehi lagoon near the Honolulu airport awaiting shipment back to the mainland where a heavier and larger keel will be fitted. Presumably this one will stay on. Chuck Hawley is sorry this episode will spoil the boat's reputation. As the person who has spent the most time onboard since the boat was launched, he says this was the only major structural problem encountered. For those who sail it in the future, however, there may be moments in the middle of the night when they will have their doubts. And who's to blame them?

- latitude 38 - svc

## NORTH PACIFIC ICE MILK RUN:

In my home port of San Juan Island, it's almost like a fever. When June rolls around it seems like half the island population heads north to Alaska.

San Juan sailors go north seeking adventure, spectacular scenery, and lonely anchorages. The fishermen go up for the boundidn't bite, she'd earn more money giving fishermen haircuts on the dock. Annie, a resourceful lady, true to the spirit of the Northwest!

The lovely, nearly deserted town of Butedale, complete with huge waterfall.

ty in the sea; Alaskan waters are indescribably rich in king crab, salmon, herring, and halibut.

Some folks take their own boats up, others try and catch a ride and then see if they can land jobs in a cannery or shipyard.

I knew a San Juan girl by the name of Annie who got it in her mind to go to Alaska about five summers ago. She didn't have a boat, but soon found a beautiful 40-year-old 16-ft Poulsbo rowing skiff. Problem was it was in her neighbor's yard and full of planted flowers. But after explaining her passion, the tulips were transferred to another old dory and Annie was given the skiff.

Annie didn't know much about wooden boat restoration, but what she didn't know a succession of young men were willing to show her. In just  $2^{1/2}$  incredible weeks that skiff was ready to go.

Annie planned on rowing the 800 miles up the Inland Passage to Alaska herself! Fully provisioned and ready to go, at the very last minute a local fishing boat headed for Ketchikan fortunately convinced her to come aboard with her skiff. So although taking the roundabout way, Annie made Alaska with her skiff in just four days.

I never did see her after she left, but I did read a few of her cards and letters. She described a wonderful summer, during which she camped out each night with her skiff. She'd gotten her Hand Troll license to fish and was catching a few. On days the fish I'd always been told how Alaska's rugged coastline — with its glaciers, Indian villages, unexplored beaches, bears and wolves — was awesome yet forgiving. Cruising in the land of the Northern Lights and among unspoken grandeur was an opportunity I didn't want to miss. So when the delivery of an Islander Freeport 36 from Seattle to Cordova, Alaska, was offered me this June, I didn't hesitate a second in accepting it.

We approached the pass slowly and with some trepidation.

On June 13 we motored in light air on a beautiful morning to Bedwell Harbour, our Port of Entry into Canada. I was a little concerned about clearing Canadian customs. They are very strict about firearms coming into the country and the owner of the Free-

port had left a 24-inch barreled cannon stored under the settee. It turned out to be no problem. The Customs Officer was a beautiful girl from Victoria, who mentioned that she too would love to go north to Alaska if only she didn't have to work.

Active Pass, with a reputation of treacherous currents reaching seven knots, was our next little challenge. The Sailing Directions warned, "On strong flood tides, violent rips dangerous to small craft occur from mid-channel to Laura Point". Last fall a 300-ft British Columbia ferry ripped its bottom open on the rocks of Active Pass on a run from Victoria to Vancouver.

We approached the pass slowly and with some trepidation. As we motored to the far side of the channel one of the huge ferries, as is their habit, came barrelling through at over 20 knots. There were dozens of small fishing boats lining the channel. We dodged our way through these, and were thankful that the current was nearly slack.

That night we tied up at Northwest Bay, the only sailboat among 60 trailerable fishing boats.

It was light at 0415 the next morning. We got an early start motorsailing in light southerlies toward Campbell River, the last sizeable town on Vancouver Island. We explored the town and talked to the local fishermen about negotiating Seymour Narrows, seven miles to the north. They told us the currents reach 16 knots, and can only be passed safely at dead slack water. The Sailing Directions read, "Lying almost in the middle of the channel is Ripple Rock, which causes considerable turbulence when the tidal streams are running at strength . . . fatal accidents have occured when small craft (under 65-ft) have attempted to navigate these Narrows when the tidal stream is running at full strength."

Until 20 years ago, Ripple Rock broke the surface, splitting the 4/10th-mile channel in half, wrecking dozens of large ships. The Canadian government drilled tunnels from both sides of the inlet and blasted the rock down to 45-ft below the surface.

Needless to say we waited for slackwater before negotiating the Narrows. It was still light at 2200 when we anchored in Kelsey Bay, a small logging town. It was drizzling as we walked into town; there was no sign of anyone.

June 16 was a long day. We left Kelsey

# SEATTLE TO RUPERT

Bay at 0430, stopped at the Indian village of Alert Bay, on a small island off the northern end of Vancouver Island. The village was amazing. It had been built right on the edge of the bay. Its narrow street was so narrow that you had to be careful when opening a shop door lest a passing car knock it off. There were no sidewalks, but lots of friendly Indian kids and fishing boats. In the center of the village was an old Indian graveyard, full of incredible totem poles. Each colorfu totem pole marked a grave, and several were over 40 feet tall.

We chatted with some of the local fishermen, then had a roaring motorsail across Queen Charlotte Straits. As we had earlier discovered, the Freeport handled much better reaching and running in 35 knot winds with a small jib and reefed main.

We cleared Cape Caution, a notorious point 24 miles north of Vancouver Island, and were fully exposed to the North Pacific Ocean, at over 51° North! The swell coming in off the Pacific was huge! VHF weather broadcasts warned us of a sizeable storm in the Gulf of Alaska, slowly moving our way. Running out of daylight we decided to duck into a tiny bay behind Cape Caution. There was lots of surge and rolling, but we were humbled by the wild and rugged beauty. We spotted two mature bald eagles on a dead cedar snag.

By June 17 this business of starting out at 0430 and running 18 hours was getting old; yet was necessary for a rapid delivery. Later that morning we passed a 180-ft Canadian Coast Guard lighthouse tender. There are dozens of manned lighthouses to supply with food and fuel supplies, and thousands of lights and markers along the shoreline of the shipping channels in the Inside Passage to maintain.

Around noon we stopped at the Indian village of New Bella Bella. We found space at the village float, and were met at the dock by the baker, one of the few non-Indians in the village. He invited us to his bakery for freshly baked treats. The baker was a real surprise in a small village hundreds of miles from the nearest town.

f I he village was a little run down and sad, but the local people were very friendly. In the middle of town was an old snag with seven large bald eagles resting on it. You don't see that in Seattle. This is a strange and beautiful land.

We bought a few groceries, took on fuel, and headed up Findlayson Channel, stopALL PHOTOS BY JOHN NEAL

ping in a beautiful little unnamed bay. We rowed ashore and walked back up a game trail. My crewman Norm, an expert on wildlife, told me that there would be elk, deer,

fice, and store, and a "conspicuous waterfall". The waterfall was the first thing we spotted as we rounded the bay - and it sure was conspicuous! A huge volume of water cascaded 200 feet down the side of a mountain. Since the chart and depthsounder showed deep water to the cliff edge,



The Vancouver Ferry — one of many in Pacific Northwest waters.

mountain goat, bear, coyote, and wolves nearby. I'm sure glad we're not camping out ashore! Norm went fishing by twilight — at 2300 hours - and caught a beautiful 15 pound silver salmon.

June 18 was another early start. At this latitude it is light already at 0330. We had fresh salmon for breakfast, and cruised into a little bay with an abandoned logging camp and mill - or so claimed the Sailing Direc-

... there would be elk, dear, mountain goat, bear, coyote and wolves nearby.

tions. All we could see was an old chimney, some pilings, and old overgrown buildings.

The next place on the chart was the town of Butedale. According to the chart and Sailing Directions, it should have a wharf, government floats, a large cannery, a Post Of-

we slowly eased Margo E. forward until we were almost under the waterfall. The roar was tremendous, it was impossible to talk. and the air was thick with spray. Across the bay was a sad sight, a 35-ft gillnet fishing boat was heeled over at a crazy angle on the beach with two dejected men walking around.

As we tied up by a 45-ft fishboat and a 30-ft sloop in Butedale, four men asked us if we were shipwrights or if we had tar and canvas onboard to help make emergency repairs to the fishing boat. We had to admit we weren't shipwrights, and since it was a new fiberglass boat that we were delivering, there wasn't any tar or canvas onboard. But just a few minutes later a chartered float plane landed and tied up next to us on the float. Out stepped an Indian shipwright with repair materials; he was going to try and save the boat before the next high tide.

It was obvious that the 2500 people the Sailing Directions said lived in Butedale had long since left. We found out that the population now consisted of just four adults and three kids, and that the cannery had been closed down for over ten years. Peter, the head caretaker of the empty town, invited us up to see their store. "It's just up the ramp". he said. And up the ramp it was! As the tide was out, it turned out to be way up the ramp

— like 30 feet!

## NORTH PACIFIC ICE MILK RUN



An Indian shipwright hurries to repair the hull of this boat before the tide comes in.

Inside the store we met the other people of Butedale, all sitting around a woodstove. The store reminded me of something out of the Cook Islands or Bora Bora. The few cans they had were proudly spaced out along the nearly bare shelves to make it look less empty. There was flour, salt, sugar, rice and fishing gear — just like in Polynesia. There were no fresh things like onions, potatotes or bread, but that didn't matter to us as we were over-supplied on *Margo E.*, and would have trouble eating all of our provisions before reaching Cordova.

The caretakers graciously asked if we'd like to explore the abandoned town, and even provided a couple of kids as guides. The hydroelectric plant was the first big surprise. Tucked away beneath a waterfall, it has supplied the town and cannery with electricity since 1943. It was still working, which explained why even the abandoned houses were lighted 24 hours a day.

The cannery buildings were immense, several of them as large as a football field. We found three separate rooming houses, capable of sleeping a population of 2,500! Many of the workers had been Japanese or Chinese contract laborers, brought over during the Depression. The cannery itself had first started operation in the 1890's. Across the bay was the Indian village, comprised of two, two-storied long houses, abandoned years ago.

After exploring the canneries, I walked through the brush and across the river to where the fishing boat was stranded on the beach. There I had an interesting chat with Joe Longwater, a Haida Indian from Prince Rupert, who had been dispatched to fix the boat. He works as a shipwright for a large salmon cannery. Joe explained that the cannery owned 30 of its own boats, and he had to keep these in repair, as well as all the boats that fished under contract to the cannery.

The boat he was repairing now was owned by a Japanese-Canadian man who had run on a rock the previous night while making a set with his gillnet. The keelson and two planks had been stove in. The skipper had just managed to run the boat on the beach before it sunk, then had caught a ride to Prince Rupert to get treatment for an injured knee and elbow.

Joe worked hard and fast in a race against the incoming tide, removing splintered



Shipping traffic is extremely heavy on the way to Alaska — and they really move!

wood, pounding in caulking cotton, then covering the holes with tar and canvas, all held in place with plywood battens nailed to the hull. When I asked him if he thought he could refloat the boat on the incoming tide, now just a few feet away and steadily creeping toward the boat, he said, "I've got to—the fish boat tied next to you on the dock has been sent to tow it back tonight. We have lots of jobs to finish in the shipyard, too!"

June 19 was our first sunny morning. No overcast for a change! We stopped in Prince Rupert, the last town in British Columbia, and only 25 miles from Alaska. What a

boom town! There were several bulk log carriers over 700-feet in length, and a huge Panamanian-registered grain carrier being filled at the terminal. Trains were shuttling back and forth along the beach, and we counted seven huge construction cranes building new docking facilities. As we approached Rupert, one of the sleek, huge Alaska ferries left the dock, and immediately a British Columbia ferry from Vancouver took its place, while yet another ferry from the Queen Charlotte Islands stood off waiting its turn at the dock.

The private dock space is all owned by huge canneries, but at the far end of town we spotted a few sailboat masts over the top of the breakwater, and one large North Sea fishing ketch tied up at the government floats. The ketch turned out to be the Johann Brun, owned by friends of ours we had first met six months earlier in the South Pacific. We rafted alongside them, and had a great time talking about setting up a lumber mill on deck and doing log salvage with the old Danish sailing-fishing ketch.

We learned that the main part of Rupert was three miles back up the inlet, so we motored back and found an empty spot on a float. Being that it was Sunday afternoon, nearly everything was closed. We fell in step with a beautiful young Indian woman, with a long skirt and braided black hair that reached down to her waist. When I asked her if there were any grocery stores open in town, she smiled and said, "Sure, I'll take you to the only one open. Do you know Jesus?" She explained that wondrous times were ahead, times of miracles. Would we come with her to the Native Revival Church that night? I asked her if they had pretty singing, she said, "Yes, and we dance and shout and have a great time, please come with me!" I told her that we really would like to go to church, but needed to find a grocery store and be on our way to Alaska, while the good weather held. "Too bad," she said, showing us the store. She left us with a lovely smile, and said, "See you in heaven!"

More next month, but I give Part I of the trip



icebergs out of possible five Ice Milk Run icebergs. It's lonely, rugged, and beautiful up here! The people are great.

john neal

# \* PLAN TO ATTEND \*

In-The-Water Used Boat Show

Featuring:
Our Unique Format

Owners of each yacht shown will be aboard for in-depth discussions and hard-to-answer questions.

SUNDAY, OCTOBER 2nd, Noon to 6 P.M.

Call Us For A Free List Of Boats To Be Shown



C&C 27, former SORC competitor with sails & equipment to prove it. Total of 9 sails avail., Barlow winches, high ratio mast & boom. Call for extensive survey. TRY \$28.000.



Lowrie Yacht Harbor 40 Point San Pedro Road San Rafael, CA 94901 (415) 454-7595

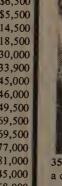


ISLANDER 30. Palmer auxiliary, roller furling 110% jib, wheel steering, sail covers & much more. Please call for free list on gear. AT \$29,500.



31-ft NANTUCKET CLIPPER yawl. Built in '71 of moulded fiberglass, this teak appointed cruiser shows like a jewel. 11 sails, Aries windvane, self-tail Barients, much more. \$42,500.

22' SANTANA \$6,500
22' CATALINA \$5,500
27' CORONADO\$14,500
29' ISLANDER \$18,500
29' CAL\$30,000
30' CATALINA\$33,900
32' ARIES\$45,000
32' ISLANDER \$46,000
33' WILBO KETCH\$49,500
35' FUJI KETCH\$69,500
36' ISLANDER \$69,500
40' CHEOY LEE OFFSHORE \$77,000
41' GULFSTAR\$81,000
43' WESTSAIL\$145,000



35 CHEOY LEE LION. This hard to find Lion has had a complete face lift. Well worth a visit. 6 sails, good inventory of cruising gear. \$29,500.



RANGER 28. Built in '78, Atomic Four auxiliary, VHF radio, 4 sails includes tri-radial spinnaker, Barient winches. MUST SEE \$32,000.

#### **ALSO FEATURING**

FISHER YACHTS MOTORSAILERS

CELESTIAL YACHTS



MORGAN 47. Built in '80. Perkins auxiliary, 4 sails, radar, VHF, SSB, Combi system, RDF, SatNav, auto generator, autopilot, life raft, 4 anchors, & more. \$179,000.

## ADMIRAL'S

E ver since the whipping the English received at the hands of the schooner America in 1851, the event which led to the America's Cup, the sailors of the Union Jack have been looking for a way to even the score. They, along with all the other challengers for the America's Cup, have so far been unsuccessful.

But in 1957, the Brits came up with an alternative plan — a series of races off the Isle of Wight which would pit three yachts of both the United States and England against each other. The finale would be the 605-mile Fastnet Race to Ireland and back,

Jocasta, Uomie and the "radical" masthead rigged Myth of Malham, a John Illingworth/Laurent Giles design. The American team featured Carina, Figaro and White Mist.

Originally there were four races to the Cup. The opening Channel Race to France and back counted double points. Following were two races around the Isle of Wight, one called the Britannia Cup, sponsored by King

Carat	39.8	3 4-2/20
Paper	Tiger 32.3	3
Locu	ra 33.6	6 4.19-26 <b>2</b>
<b>Scarle</b>	t O'Hara 33.0	0 4-18-42 <b>1</b>
<b>Shena</b>	andoah 30.2	2 4.24.34 16

held in odd numbered years. Since the deed of the Cup specified that the Fastnet must be included, it followed that no matter who won, the 'next' series would always be in England. After 107 years, the Brits had learned a trick or two.

The first Admiral's Cup, named for Sir Myles Wyatt, then Admiral of the Royal Ocean Racing Club, pitted the cream of both countries ocean racing fleet, a precedent which set the tone for the Cup. Entries were limited to boats from 30 to 60 feet on the waterline. The English team consisted of

George VI, and the other named after its sponsor, the New York Yacht Club Cup. Both of these counted single points. The finale was the Fastnet, which added triple points to the score. By scheduling the heaviest weighted race last, the organizers assured contestants and spectators plenty of suspense. More often than not, the series winner in each of the 13 runnings of the Admiral's Cup has not emerged until the end of

Above, things looked good after the second race. Below, **Scarlett** and owner Monroe Wingate, inset.





this last race.

The American yacht Figaro failed to make the first race of the 1957 event, which put the American team in early trouble. Figaro redeemed herself on the following two heats, however, aided by navigational expertise of Englishman Francis Chichester. This ploy of a sailing superstar — Chichester was later knighted for his sailing exploits — from one country aiding an entry from another also set a precedent which has often been repeated



in the Admiral's Cup.

Even with a strong showing in the Fastnet, the Yanks weren't able to overcome their early deficit. The English won the first Admiral's Cup. Since then they have repeated seven times, making them the undisputed leaders in team wins. Much has been made of their home town advantage, since they are more familiar with the tricky tides and winds that characterize the racing. They have not been infallible, however.

Weather mark action with Caiman (H297), Hitchhiker (KA 303) and Primadonna (19382).

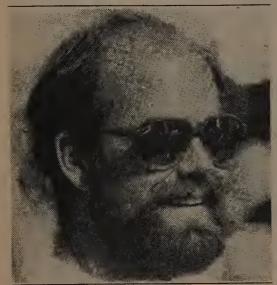
The English won again in 1959, when the competition was first opened to other countries. The Americans first won in 1961 and the Australians in 1967. Both have repeated since, the former in 1969 and the latter in the 1979 series, which was plagued by a killer Fastnet. (No lives were lost from the Admiral's Cup boats taking part, however).

This year's Admiral's Cup, held from July 27th to August 10th, saw the West Germans become the fourth repeat winner. In 1973, led by a maxi rater Saudade, a Sparkman & Stephens design, the Germans scored their first win. This year, they entered three boats at or close to the minimum rating (all entries are now limited to boats from 30.0 to 40.0 rated feet under the IOR rule).

## ADMIRAL'S

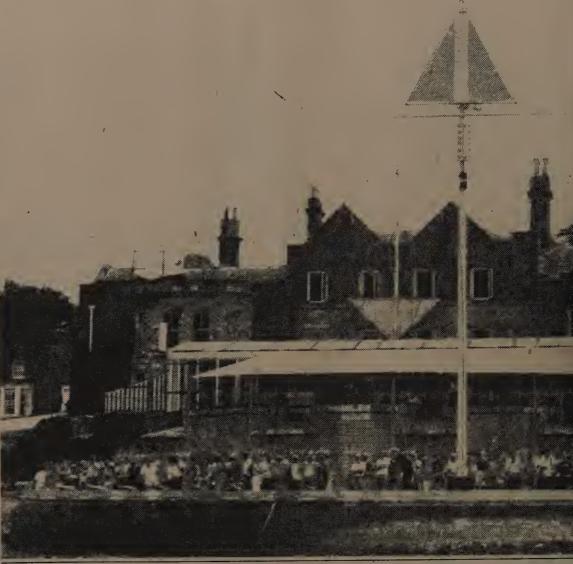
The strategy paid off handsomely as they won with 847 overall points, far ahead of Italy's 680 and the American's 655.

Sailing for the American team were a trio of talented boats selected at this winter's Southern Ocean Racing Circuit. Monroe Wingate's Scarlett O'Hara, a Serendipity 43 from San Francisco Bay, won the SORC, followed by George DeGuardiola's Soverel 42 Locura from Florida. With ratings of 33.0



Dee Smith.

and 33.5 respectively, these two were actually near the big boat end of the scale in the 45-boat Admiral's Cup fleet. The third entry was Bill Palmer's Holland 40 Shenandoah from Newport Beach, California. Shenandoah won her class at SORC, but ended up 20th overall. Considered one of the better



"little" boats, she was asked to round out the United States team.

The Royal Yacht Squadron in Cowes, which serves as the finish line for two races.

Choosing the best team for the Admiral's Cup has always been a roll of the dice, as



are many of the races during the series. The trend in recent years has been towards smaller boats. The British system of time-on-time handicapping (as opposed to the American System of time-on-distance) heavily favors the minimum raters, especially when the bigger boats ahead sail into a hole and the smaller ones catch up. As one member of the American team put it: "Whenever we sat there anchored, the guys on the little boats would laugh like hell!" The more time the race took up, the better the smaller boat's chances became.

The Americans learned this lesson quite dramatically at this year's Admiral's Cup. On the three short course races — two in the Solent between the Isle of Wight and one to the west in Christchurch Bay — the wind blew fairly consistently. Scarlett O'Hara showed her stuff and compiled the best overall record in fleet for these contests. However on the two long races — the 217-mile Channel race and the 605-mile Fastnet — extended periods of calm and



breezes that filled in from behind allowed the smaller boats, such as Germany's *Sabina* and *Outsider* (both 30.0 raters) to fare extremely well.

After scoring a sixth overall in the first race and winning the second, *Scarlett* looked great going into the Channel Race. Following a good start, she was sailing alongside the French 39-footer *Diva*, designed by Joubert/Nivelt. Both were trying to sail between an anchored ship and its mooring buoy. *Diva* didn't make it, however, getting hung up for 20 minutes while Gaullic profanities filled the air. The Frenchmen had the last laugh, however — *Diva* was the top individual point scorer at the conclusion of the regatta.

Scarlett reached the French turning mark near Cherbourg about the same time the wind shut down. According to crewmember Jimmy Donovan, who works for skipper Chris Corlett and secondary helmsman Dee Smith at their Oakland Horizon sail loft, the ensuing events were less than memorable. Making no headway against the

#### ALL PHOTOS BY LOUIS KRUK

three-knot current, they dropped the lunch hook, which held in 150 feet of water. The wind kept coming and going, and the anchor kept getting raised and lowered. Eventually they had the big anchor and 600 feet of line out of 300 feet of water. By that time their retrieval technique was up to speed, and they were using the primary winch to raise the hook.

At dawn, Scarlett managed to snag the first of the breeze and sailed around the rest of the fleet. Everything went fine on the return across the English Channel to the turning mark off Brighton, 50 miles east of the finish. Scarlett led the final run to the Solent, but the wind died again and a foul tide kept the leaders in check until the rest of the fleet caught up. When the final times were corrected out, all the small boats beat all the bigger ones. Shenandoah managed to place sixth, while Scarlett dropped to 23rd and Locura to 36th. In the tradition of Englishmen Chichester and the American boat Figaro, American Dick Deaver steered the Canadian entry Magistri, a C&C 39, to the overall victory.

Mark Soverel, who designed and skippered the hump-sterned Locura, still has



Chris Corlett.

es up and in that case it's better to be a small boat than a bigger one."

After stumbling their way through the third inshore race, held west of Cowes in Christ-church Bay, *Scarlett* and her teammates stood third overall. Hopes for a windy race



George DeGuardiola, inset, and his Locura.

trouble accepting the small boat success in these types of races. "You would think that big boats would do better," he says. "By being faster you can sail through the adverse conditions and get to the new wind sooner. History, however, indicates that isn't the case. It always happens that the fleet bunch-

were dashed as the fleet picked its way along the English coast. Those hitting the tides right at the various points of land squirted ahead, while those who didn't suffered. Once free of Land's End, Scarlett and Locura found some breeze and made up time. The two rounded legendary Fastnet Rock together, with Ted Turner — winner of the 1979 Fastnet Race — driving Locura. Jim Donovan recalls the event was

## ADMIRAL'S CUP



Container (G89) is a German boat which sailed for Austria.

highlighted by a beautiful sunset and a boatload of drunken Irish spectators cheering them on.

The wind held for the reach back to England, but then the roof fell in once again. Scarlett lost what she had gained and fell back to 30th by the finish at Plymouth. It was a disappointing end, as the Bay Area sailors fell to 11th overall, tied with teammates Shenandoah on overall points.

(Of note in the Fastnet was the performance of Bob Bell's Holland 80 Condor, sailing in the non-Admiral's Cup portion of the fleet. Not only did the big maroon maxi set a new course record of 2 days, 23 hours, 2 minutes and 20 seconds, she also was first-to-finish and first-on-corrected time. In this case, Soverel's contention that faster is better proved to be true. Condor outran the fleet to Land's End and was well clear of shore when the breeze died. She didn't have to tack once on the trip to Fastnet and found plenty of wind for the return trip, including the short beat from Lizard Point to Plymouth. Those behind her weren't so lucky).

#### **ADMIRAL'S CUP RESULTS**

	TEAM	BOATS	TYPE	RATING	OWNER/SKIPPER
1)	West Germany	Sabina	Ridder 39	30.0	Noak/Wefers
	849 points	Outsider	Judel & Vrolijk 39	30.0	Hansen/Lehnert
	•	Pinta `	Judel & Vrolijk 42	32.9	IIIbruck/Nowka
2)	Italy	Primadonna	Vallicelli 41	31.4	Bassi/Rohrer
	680 points	Almagores	Peterson 42	32.9	Boniello/Weisman
		Brava	ValliceIII 45	33.9	Landolfi/Bortolotti
3)	U.S.A.	Shenandoah	Holland 40	30.2	Palmer/Ullman
	655 points	Locura	Soverel 42	33.5	DeGuardiola/Soverel
	•	Scarlett O'Hara	Serendipity 43	33.0	Wingate/Corlett
4)	Australia	Once More Dear Friends	Dubois 39	30.3	Kurts
	630 points	Bondi Tram	Frers 41	31.6	O'Neil/Treharne
		Hitchhiker	Frers 41	31.7	Briggs/Robbins

5) Canada, 624 pts.; 6) New Zealand, 604 pts.; 7) Holland, 580 pts.; 8) Britain, 579 pts.; 9) Austria, 527 pts.; 10) Papua New Guinea, 519 pts.; 11) Ireland, 485 pts.; 12) France, 473 pts.; 13) Belgium, 319 pts.; 14) Sweden, 266 pts.; and 15) Japan, 253 pts.

As could be expected, the Americans were disappointed in their failure to win the Cup. There was no debate over the Germans' superior performance, and the Italians once again proved their ability to do well in light airs. Some comfort can be taken in the presence of American sailmakers Gary Weisman of Almagores and Scott Rhorer of Primadonna on the Italian team, although the helmsman for the three inshore races had to be a resident of the country represented.

It was, in summation, not America's finest Admiral's Cup regatta, but neither was it a total bummer. The 1983 Admiral's Cup marked the final regatta in the year long Champagne Mumm's World Cup, which the U.S. team won by combining their scores here with those of the SORC and last year's Sardinia Cup. They also took home the British-American challenge trophy, which stems from the origins of the Admiral's Cup. We'll drink to that!

- latitude 38 - svc

#### Trimble Navigation

## **Model 200 LORAN Computer**

Simple, Elegant

and packaged in the world's most accurate LORAN receiver

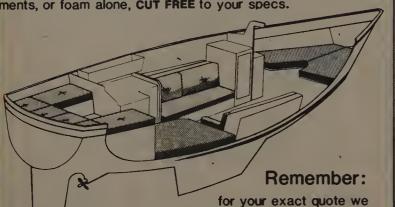




Call us for Price & Advice - Hours: 10-6, Sun 12-5

#### **SUPERIOR** AIREX CUSHIONS

Nationally advertised, Coast Guard approved floatation, closed cell Airex does not absorb water-use canvas or other textiles for covers - complete cockpit cushions made to your measurements, or foam alone, CUT FREE to your specs.



Also, BELOW DECK CUSHIONS for settee or berth made economically in our central production shop.

SAN RAFAEL

Martec Engineering Corporation 2257 Gaylord Street, Long Béach, CÁ 90813 (213) 435-4494 TWX 910 341-7691

THE SAILBOAT PROPELLER PEOPLE

813 "A" Street 453-3626

**ALBANY** 1120 Solano 527-3626

Terring the Pay Quea Since 1974 SAN FRANCISCO

1500 Ocean Ave 585-3626

**PLEASANT HILL** in Wards Center 825-3626

**REDWOOD CITY** 

831 El Camino 364-3626

need exact shapes and sizes.

SANTA CLARA 2291 The Alameda

moving about a knot too slow!

984-3626



Selden's new solid vang is fitted together with the standard kicking strap

- \* Masts, Booms & Rigging
- ★ Marine Hardware
- \* Rope to Wire Splices, Halyards, Sheets & Guys

We're Now Open Saturdays! 1237-50th Avenue, Oakland, CA (415) 261-1237



# GENERATOR SALE

SALE EM 600 . . . . . 389.00 \$349.00 EX 800A ..... 459.00 \$399.00

# IT'S A



EG 1400	498.00	\$409.00
EM 1600	579.00	\$495.00
EG 2200	598.00	\$489.00
EM 3000	1008.00	\$819.00
EL 5000	1948.00	\$1599.00
water cooled		

MARIN MOTORSPORTS, INC.

1101 Francisco Boulevard, San Rafael (415) 456-6100

## LIGHT SPEED

ALL PHOTOS BY LATITUDE 38/SHIMON

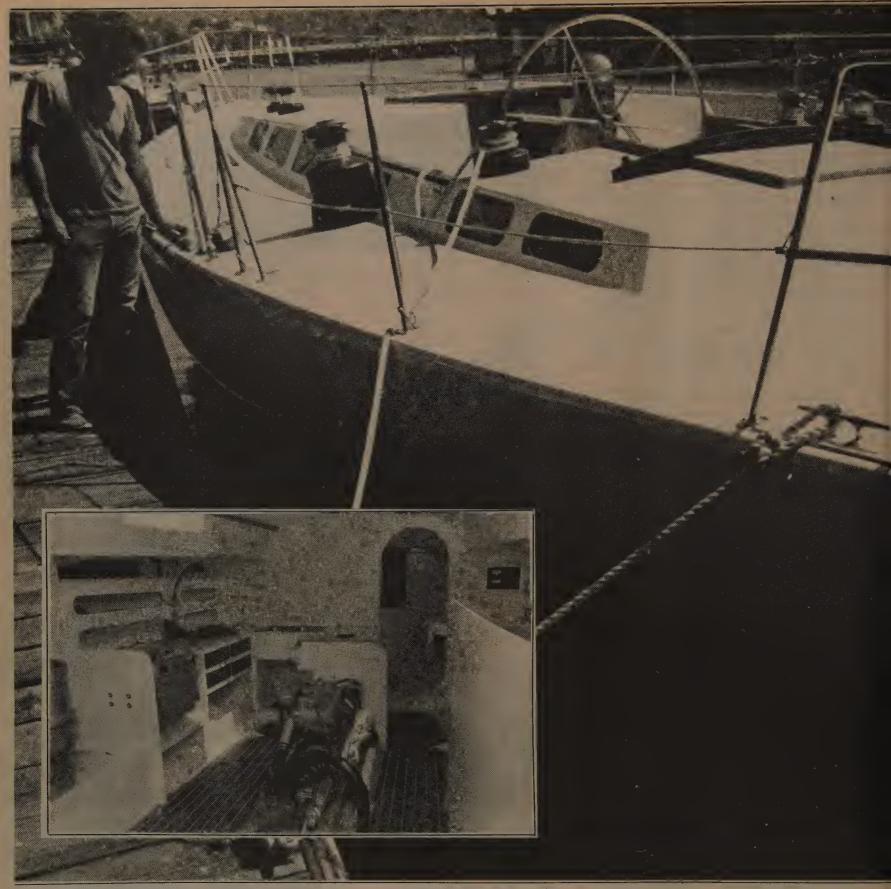
n August 10th, Larry Diggs launched what he described as "the biggest project of my life" — a 60-foot ULDB sloop called Light Speed. A performance cruiser in every sense of the word, this 22,000 pounder with its long, slim hull, fin keel and spade rudder is headed for an extended, possibly world-wide cruise. Before that happens, however, Larry wants to go a few rounds with the big kids. "The first time we go out," says Larry, "we're going to go looking for Bull Frog (the Peterson 55 IOR racer) and Charley (the 67-foot TransPac winner)!"

Diggs is a house designer and builder from Marin County who has specialized in fantasy homes. Among his efforts is the Waldo Point "skyscraper", a four-story houseboat. A year and a half ago, he decided to build his own dreamboat and pursue a 20 year fantasy to go to sea. Light Speed is the result of that effort. After laying up the hull at Alameda's North Coast Yachts, he took it across the Estuary to a warehouse on Glascock Street. Working with Jeff Baker, Mike McCormick and Jason Barry, Larry completed the job, working up to 80 hours a week on it.

By his own admission, Larry was relatively naive when he started the project. He's done some Bay racing and inland cruising and has limited blue water experience. The last boat he owned was a 14-ft Laser dinghy, which he kept on the porch of his Sausalito houseboat and loved to sail around Richardson Bay. When he began to make noises about a large, fast cruising boat, one of his housebuilding crew took him to see Tom Wylie's 21-foot American Express. That was the ULDB with which Norton Smith won the 1979 MiniTransAt. It looked pretty good to Larry, and he went to Wylie for a design.

Tom says Light Speed has its roots in the classic ULDB form, with additional input from one of the early light IOR racers, Dave Allen's Improbable, which Tom crewed on in the early 1970's. No consideration was given to the IOR rule in Light Speed. Larry just wanted a boat that would go through the water as fast as possible. The result is a long, lean hull made of a Divinicell foam core sandwiched between layers of unidirectional e-glass. The deck is also foam core, with 1/4" Finn birch below and s-glass on top. Knowing that he would be visiting the coral reef-strewn South Pacific, Larry beefed up





the hull under the waterline. The bow and stern are lighter, which aids stability. So does the location of the lead at the bottom of the keel, rather than the IOR-favorite placement higher up.

Noting the recent loss of *Charley*'s keel (which fell off on its return from Honolulu), Larry points out that the same event would be highly unlikely on *Light Speed*. The 1½' 316 grade keel bolts extend two feet down into the keel and two feet up into the hull, making it virtually bomb proof. Larry made other areas extra strong, such as the bulkheads, using 12mm plywood rather than the called for 9mm. He also glassed in strategic

strips of high strength and high tech carbon fibers. These additions added some weight to the final product, but Diggs has the comfort of knowing he never skimped along the way.

hroughout the project Larry abided by the philosophy of using the best materials and equipment available. He's got high-tech Penguin blocks on the deck, a BMW engine in the hold, NavTec hydraulics and rod rigging. Many parts were custom fabricated, such as the mainsheet traveler, the steering wheel pedestal and the rudder post. The

sails will come from Santa Cruz's Larsen Sails. All this adds up to a hefty fee — Larry says he's got close to \$300,000 in *Light Speed* so far. With all this extravagance, it's notable that the masthead will be topped with only a VHF antenna, a windex with a light. Larry disdains keelboat sailors who can't tell where the wind is coming from without a digital readout to rely on.

As a builder and designer himself, Diggs had some differences of opinion with Wylie and made modifications as he went along. The hydraulic steering system, for example, is his own creation. With the wheel located in the midcockpit, it would have been cum-



bersome and inefficient to run a cable system back to the rudder post. The hydraulic system, on the other hand, is simple and lightweight, using braided stainless tubing with a teflon core to take the fluid aft to the ram which drives the tiller arm on the rudder post. There's a "helm control" adjustment for varying the bite of the wheel. The feel can range from dead, allowing the helmsman to leave the wheel if needed, to super sensitive for fast, accurate steering.

Once launched, the boat still had a ways to go before the big cruise could begin. For one, the triple spreader masthead rig from Hulse/Chrisman had to be stepped and the

electronics had to be wired, among other projects. Sipping champagne by the dock, Larry was overjoyed to finally be outside again, though. He was eagerly looking forward to sailing out the Golden Gate. His adventures will kick off with the race to Cabo San Lucas in November. He plans to write letters to the owners of *Charley* and *Saga*, another new 67-foot ULDB (which broke a rudder in the TransPac) and challenge them. *Light Speed* should have the horsepower (Diggs added five feet to Wylie's mast height specs — the stick will rise 68 feet above the deck!) to give them both a serious contest.

After that, Light Speed will head west to the South Pacific and Australia's Great Barrier Reef. "It seems only natural to go all the way around after that," says Larry. Ultimately he'd like to come back to the Bay Area ("I'm a North Bay kid at heart.") and put his new found knowledge to work. What he has in mind is a series of boats similar to Light Speed, only perhaps a bit longer, using the latest technology and the high quality standards he employed this time. Until then, though, he just wants to get out and go sailing.

- latitude 38 - svc

# I LEFT MY HEART IN TAHITI,

Dick Johnson, scientist, diver and photographer, was speaking to us as earnestly and excitedly as any fanatic expounding theories would. But since he had spent four years doing extensive shark research on the atoll of Rangiroa, I felt his theories must be worth listening to.

... certain types of sharks in this lagoon could even be hand-fed!

"This shark paranoia," he started, "has resulted from stories and movies such as Jaws. They were intended merely as exciting commercial fiction for the general public, but now seem to be regarded as documentaries on shark behavior. In my estimation, nothing could be further form the truth. Sharks are the most maligned creatures on earth. In my work here, I have found no justification for this evil reputation. In fact, I'm convinced that certain types of sharks in this lagoon could even be hand fed."

And where do you think you'll find those hands?" I joked.

From left: Ben, Gwen, Dick, and Mike. Front row: a Tiger shark caught with help of locals.



"Yours," he replied. "I want you to feed them for me. I need the pictures to prove my point."

"ME!" I almost shrieked. "Why don't you feed them yourself?"

"I am the photographer," he answered.

"Well, why not one of them?" I asked, jabbing an index finger at one of the guys listening to the conversation with amused grins on their faces.

"They don't provide enough contrast for the pictures because they don't look as vulnerable as you do."

"Vulnerable!" I echoed. "You're darn right and just at this moment I've never felt more vulnerable in my life. This is the worst turn around of women's lib I have ever heard of. Where are the good old days when women were regarded as precious and delicate and were never asked to go out in the rain, let

# AND ALMOST MY LEG IN RANGIROA

Jaws and more jaws and me. Who was it that said the biggest mouth in the picture is closed?

alone expose themselves to a horde of hungry sharks. I may be blonde and dumb but I'm not completely stupid!"

Nonetheless the next morning I found myself sitting on the deck of New Horizons with three of our captains, listening to last minute instructions from Dick. The main pass into the Iagoon, where we were anchored off the village of Avatoru, is one of the arteries of the lagoon, and brings in clear water and all sorts of living creatures at each tide. The sea rushed in like a swollen river, making it impossible to swim against the current or even remain in one spot. Dick had planned to dive in the pass at slack tide. We were to swim into the territory of a large black-tipped reef shark he called "Stumpy". The name

## ALL PHOTOS COURTESY OF GWEN CORNFIELD

came from a tag he had shot into it several years ago that had broken off short.

We all climbed into the large Zodiac, perched on top of the heap of diving gear. New Horizons' compressor had been hard at work all morning, and now all dive tanks were full and we were ready to go. It seemed to me that Dick had gone out of his way to make me as vulnerable as possible. Besides the essential diving gear, all he would allow me to wear was a small, yellow bikini. Not half as yellow as I felt! The plan was that the others would shoot a few smaller fish to 'seed" the area with blood and gore. This would attract the shark to where I waited. What a way to meet a hungry shark, bleeding fish stuck in the coral all around me, and a fish on the end of a short spear that I held in my hand!

Stumpy" was completely uncooperative. He cruised the area, obviously interested but reluctant to stop for a taste. He glided past — just a foot or two under my nose — many times though. My immobility made me cold, and I wondered if goosepimples were photogenic. I could almost hear Dick's arms creaking with the effort of holding the heavy camera constantly at ready.

Finally "Stumpy" pulled a lousy trick, grabbing a jaw-full of fish from under a coral rock I was lying on. As he swam off chomping, Dick indicated that the dive was over, and I gratefully ascended into the hot sunshine once more. Dick explained to us that "Stumpy" had taken enough fish to keep his appetite satisfied for three days, so the next day we would have to try our luck elsewhere. This next time there would be no friendly "Stumpy", but packs of black and white tipped sharks. I didn't sleep too well that night.

As scheduled, the following day we motored further into the lagoon, still in the area of the pass. Our diving party had increased by two. Swiss guests of Dick's, heavily loaded with underwater photographic equipment, would join us for the dive. We all entered the crystal clear water and descended to about 60 feet. While the New Horizons gang busily shot fish, Dick positioned me on a photogenic coral cluster, and his Swiss friends settled themselves into place with loaded cameras. I couldn't help but notice that they'd positioned themselves so far from me only very powerfuly telephoto lenses would give satisfactory pictures. While

I wondered about this, the spearfishermen returned and began stuffing bleeding fish into all the rocks around me.

As soon as the spear-guns began firing, sharks appeared as if a dinner bell had been rung. Dozens of sharks! I hoped I was not on the menu. They varied in size from two to

The spearfisherman began stuffing bleeding fish into all the rocks around me.

five feet long. Dick stationed himself in front of me and gave me the okay sign. I signalled back and the fun began.

he sharks were obviously excited and



A Lemon shark on the beach with Dick Johnson's **Sea Quest** at anchor.

zipped backwards and forwards around me. I was very intent on watching the fish I had on my little spear, which I held in front of

# MY LEG IN RANGIROA



Mike Campbell of **New Horizons** swims with a Lemon shark. A dead Lemon shark.

me. Nonetheless I also noticed that the Swiss divers were gaping at me and making no use whatsoever of their cameras. I didn't know what I was doing there, just that it's the kind of position a female finds herself in when she sails with four guys. You fall into the habit of trying to prove you can do anything they can, and better!

Faster and faster the shark's pace became until at last a brave one clamped his jaws down onto a fish I held. With incredible contortions of his entire body he ripped a fish off the spear. The result this action had on his fellow sharks was terrifying! They rushed at me from all directions, snatching at fish both on the spear and around me. It happened so fast. The memory remains a blur of violent action. I was only aware of hanging onto the spear with my right hand and literally pushing the sharks away from my face and body with the left hand. When the fish were all eaten the action suddenly stopped.

I looked up at Dick fully expecting him to be as horrified as I was. But regulator and all, Dick was grinning from ear to ear. In fact I could actually hear him chortling with glee as he gave me all sorts of "very good girl" type signals. One of the Swiss divers was shaking his head and tapping it meaningfully with a forefinger. He really did have a good point, Dick had to be a little crazy!

Once again the others speared a bunch of fish while my heartbeat slowly came down to near normal. Ready and waiting on my

coral bed once agian, I was aware of a slow scraping on my right knee-cap. Too afraid to turn my eyes away from the bait now that the sharks were circling again, I gently changed the position of my leg. After a minute, I felt the scraping again. This time I glanced down to see a gigantic, evil, fang-faced moray eel! My pet phobia!

One of the Swiss friends had been in a position to see the moray as it approached me. He described it as a moment of horror when he watched the eel wriggling its way towards me, knowing there was nothing he could do to warn me. He actually saw it place its open jaws — teeth and all — on my knee-cap, and could hardly believe my luck when it did not munch down. Dick had a bad fright. One moment I was there in front of him, and the next instant I had totally vanished with an eel exactly where I'd been.

We repeated the shark shoot once again, this time well away from the hungry eel. Flashes from the cameras exploded like lightning around me, but even my racing pulse did not prevent my becoming blue with cold. The tide had changed and the water was becoming murkier every minute; Dick signalled the shoot was all over. Phew!!

In the Zodiac once again, everyone was excitedly talking and laughing about what

they had seen. I felt that if I was a cat, at least eight of my nine lives had just been used. It seemed ironic that while hand-feeding sharks, I was almost mutilated by not a shark, but a moray eel.

Dick proved his point, that sharks can be hand fed; all you need is a dumb blonde with a scuba tank and an insatiable curiosity.

But we were to learn more about sharks than what Dick had taught us. With my favorite guy, Mike Campbell, I learned that people chasing sharks can be more hazardous to themselves than the sharks they are chasing.

After catching some sharks in the lagoon in Rangiroa, Mike managed to push a knife right through his knee while cleaning a shark jaw. He severed a vessel, lost gallons of blood, and went into shock. A big Polynesian carried him to a truck that rushed him across the island to a village with a qualified nurse. She couldn't stop the bleeding either, and had to radio Papeete for help. Mike didn't bleed to death, but it went right down



Mike Campbell and freshly-cut Tiger shark jaws.

to the wire.

That was three years ago. Mike and I have recently sailed our 50-ft Loreley down from Canada. Although my two years in the Indian Ocean were exciting, as were places like Capetown and Rio, it's French Polynesia we're eager to revisit. We hope to leave San Diego in November or December.

- gwen cornfield

From the drawing boards of America's finest naval architects, Built with tradional craftsmanship in our century old shipyard in Hong Kong. Built to exceed Lloyd's 100A specs. Combining traditional teak and Hand-laid up fiberglass with the finest in modern components from Barient, Goiot, Lewmar, Kenyon, Schaefer, Yachtspar & Edson.



# WE HAVE MOVED!!!

#### **BROKERAGE**

Now is the best time in a long while to invest in a sailboat. We have the boats and we have the motivated sellers. Here are just a few of our listings:

24'	Moore	1980	Offers
25'	American	1962	\$35,000
25'	Fisksatra	1972	\$29,900
25'	Lancer	1979	\$14,000
26'	Cheoy Lee	1965	\$23,000
26'	Islander	1977	\$24,595
27'	American	1979	\$14,500
27'	Catalina	1980	\$23,000
27'	Halberg	1958	\$14,500
27'	Hunter	1978	\$27,900
27'	Newport	1973	\$18,950
27'	Cheoy Lee	1965	\$23,000
27'	Vega (2)	1976	\$21,900
28'	Ericson	1982	\$49,500
29'	Soveral	1964	\$16,500
29'	Ranger	1972	Offers
30'	Catalina	1976	\$35,000
30'	Cheoy Lee	1970	\$45,000
30'	lslander	1976	\$29,500
30'	Spidsgatter	1948	\$39,000
31'	Cheoy Lee	1969	\$39,000
31'	Sea Eagle	1980	\$54,000
31'	Independence	1978	\$45,000
31'	Bombay	1978	Offers
32'	Aries	1977	\$43,000
32'	Westsail	1975	\$59,500
33'	DB1	1981	Offers
34'	Cal	1968	\$32,000
34'	Peterson	1980	\$69,950
36'	Ravage	1981	\$65,000
36'	Ohlson Wd	1964	\$37,900
36'	Columbia	1973	\$43,000
36'	Freeport	1981	Offers
37'	Fairways	1978	\$125,000
37'	Gulfstar	1977	\$79,500
37'	Holcomb	1947	\$71,950
38'	Farallon Clipper	1949	\$35,000
40'	Cheoy Lee	1974	\$79,000
41'	Cheoy Lee	1977	\$92,000
41'	Formosa	1975	\$69,000
41'	Gulfstar	1974	\$89,750
41'	CT	1972	\$77,500
43'	Westsail	1976	\$145,000
43'	Endeavour	1980	\$145,000
44'	Cheoy Lee	NEW	\$143,900
45'	Columbia	1974	\$106,000
48'	Custom	1982	\$175,000
48'	Trewes	1968	\$145,000
50'	Cheoy Lee	1962	\$85,000
50'	Force 50	1973	\$125,000
52'	Cheoy Lee	1981	\$299,000
53'	Cheoy Lee	NEW	\$199,000
56'	Motorsailer	1980	\$235,000

We have many other listings from 25-ft up, and we have access through the multiple listing service to thousands of boats. Our computerized brokerage service can help you to find the right boat at the right price.

2415 Mariner Square Alameda, CA 94501



Wittholz 53 by Cheoy Lee. Ketch rigged w/custom alum. spars by Kenyon Marine (photo of sistership). High-performance luxury cruiser. Full width owner's cabin, 2 dbl guest cabins, plus crew/storage cabin. Asking \$199,000 — bring all offers!



Custom 56' Motorsailer. This f/g ketch was built for the owner of Cobia Boat Co. Roller furling on all sails, back up systems, 2 autopilots, plus windvane, Sat-Nav, Loran, SSB, WeatherFax. Collision bulkhead. Asking \$235,000.



Cheoy Lee Clipper 33. If you see this boat you'll fall in love. The owner's care and attention to detail really show. Optional deluxe interior, loaded with top quality gear. Sausalito berth, shown by appointment. \$67,000.



Cheoy Lee 44 Mid-Cockpit Cutter. JUST ARRIVED! Alum. spars by Yachtspar of New Zealand. Lewmar alum. hatches. Perkins 4/108 diesel. All Barient winches, custom teak interior, luxurious owner's aft stateroom. Complete privacy for 2 couples. Unbeatable price: \$143,900.



Ravage 36'. Danish ultra-light racer/cruiser. 7500 lbs displacement, 9 bags of sails including 3 spinnakers. Second entry to finish Silver Eagle Race. Bring all offers.



Cheoy Lee 41 Offshore. This 1977 model has been maintained with pride since new. Custom teak interior and a long list of option's make this ketch ideal for cruising or live-a-board. Motivated seller. Asking \$92,000.

RR

Let our staff of cruising experts help you find the right yacht.

(415) 865-1035



# COMPLETE RIGGING **SERVICE**

"We Specialize In Solving Your Rigging Problems"

#### HARDWARE HEADQUARTERS

- **•SOUTH COAST**
- •MARINER / HARKEN
- ROLEDGE
- •CANOR PLAREX
- **•BRENTON REEF** PILE JACKETS
- •HORSESHOE LIFE RINGS •USCG APPROVED
- •MERRIMAN BROTHERS
- •RONSTAN
- •Z-SPAR PAINTS
- •TOP-SIDER
- **•CNG REFILLS**
- •FLOAT-COATS

We're As Near As Your Phone

351 Brickyard Cove Road, Pt. Richmond, CA Call Richard Weirick (415) 234-6959



#### TORO/2

2-Part Nesting El Toro

Stows In 4 ft.-10 in.

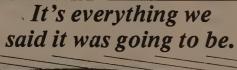
- Self-Rescuing 70 Lbs.
  - Water Tight Storage
- Oar Locks
   Halyard Sail

PRAM • EL TORO • FJ



#### SAILNETICS INC.

1813 Clement Avenue, Alameda 94501 (415) 523-4800





Since we introduced the RAYTHEON Model 1200 Radar it has proven to be...

- easy to install
  compact and light weight
  easy to see and use

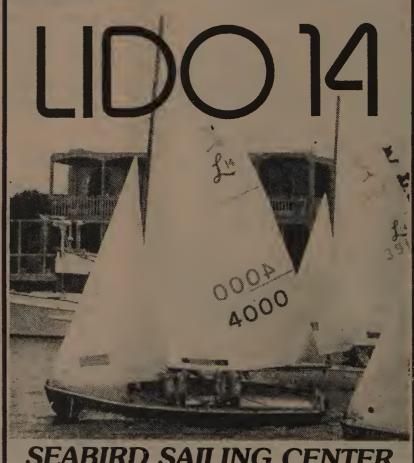
Call for more details.



# BAYTRONICS

3223 Washington Blvd. (213) 822-8200

2230 Livingston St. (415) 533-5300



## SEABIRD SAILING CENTER

**Berkeley Aquatic Park** (415) 548-3730

80 Bolivar Dr., Berkeley, CA 94710

# INTRODUCTORY SPECIALS

ON

# MUIR ANCHOR WINDLASS SAVE 25%

True Australian craftsmanship — designed and built to operate in the world's harshest conditions. Rugged construction — marine aluminum alloy housings, stainless steel shafts, chrome bronze rope capstan and chain wildcat. All models feature a lever operated brake on the wildcat to control anchor chain payout and allow the capstan to be operated independently of the wildcat if desired.



**HERCULES** 

#### HAND OPERATED MODELS

NEPTUNE — Double acting, single speed for boats to 36-feet. 770 lbs lift cap. Wt. 28 lbs, ht. 8¾'', base 5''x11½''. List 685.00 Special \$515.00

HERCULES — Double action, 2-speed for boats 30 to 48-feet. 41:1 low speed will lift 1200 lbs to break out the most stubborn anchor. The 12:1 hi-speed will get it up quickly. Wt. 40 lbs, ht. 10", base 7-3/8"x133/4". List 1040.00 **Special \$780.00** 

#### **ELECTRIC MODELS**

Are for 12v DC with 24v DC available on special order. All feature worm gear reduction with direct coupled motors and include handle for manual override, chain deck pipe, and waterproof deck mounted foot switch.

• COUGAR — Compact horizontal for boats 30 to 40-feet. Powerful 1000 watt motor will lift 660 lbs. Wt. 51 lbs, ht. 91/4", base 53/4"x18". List: 1325.00 **Special \$995.00.** 

CHEETAH — Horizontal for boats 35 to 48-feet. 1200 watt motor will lift 880 lbs. Wt. 62 lbs, ht. 10", base 6-1/8"x19-3/8". List: 1925.00 Special \$1450.00.



COUGAR



TIGER — Compact vertical for boats 30 to 40-feet. 1000 watt motor lifts 700 lbs. Wt. 40 lbs, Ht. — above deck 9", below deck 7". List: 1225.00 Special \$925.00.

VCW-1000 — Vertical for boats 35 to 48-feet. 1200 watt motor lifts 1000 lbs. Wt. 62 lbs, Ht. — above deck 10", below deck 9". List: 1780.00 Special \$1340.00

VCW-3000R — Vertical with reversing motor for boats 39 to 69-feet. Wt. 75 lbs, Ht. — above deck 10", below deck 11". List: 2490.00 Special \$1870.00.

#### SEE THEM NOW AT -

BOATERS SUPPLY

635 Bair Island Rd, Redwood City

365-7874

DOWNTOWN MARINE

651 Howard Street

San Francisco 543-7818

SVENDSEN'S 1851 Clement, Alameda 521-8454

PRICES GOOD THRU SEPTEMBER 30, 1983

# SANTANA 35

van Dailey and his Fast Friends proved they are exactly that during the Santana 35 Nationals held August 4-7 in San Francisco. The 1982 champions won every race they completed. The only problem was they failed to finish two races, one of which they were leading by a minute when their gooseneck broke. The other time was when the entire fleet ran out of wind and no one crossed the finish line.

As is often the case in major champion-ships, brilliant speed couldn't overcome consistency. Dailey's crown passed to Steve Sundeen, a real estate developer from Santa Cruz. A model of consistency, Sundeen never finished below third in the 22-boat fleet.

Dailey's undoing came in the fourth race, the 34-mile

ocean contest held off Baker's Beach just one day after his gooseneck broke. While the buoy races on the Bay had plenty of wind, the race committee became aware that outside the Gate things were pretty flat. They



Leader of the pack.

shortened the course by 11 miles and lengthened the time limit in hopes that the contestants could



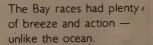
The fleet reaches by The Rock.

finish in time. It wasn't to be, however.

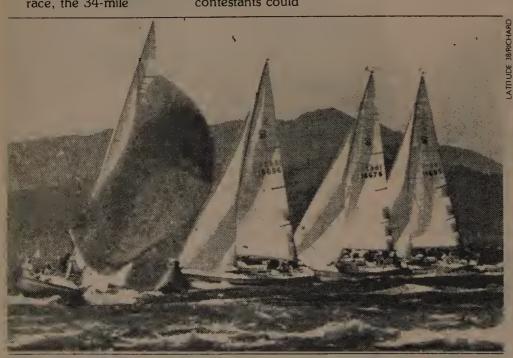
So instead of a six race, one throwout series, the championships became a five race, no throwout affair. Thus even with all his bullets, Evan had to swallow 21 big points for his withdrawal. That left enough room for Sundeen and Alameda's Jim Bonovich with Wide Load to move ahead of him overall.

"We're not saddened," said Dailey afterwards. "Steve sailed well and he deserved to win."

The irony of Fast Friends' breakdown was that they had completely worked over the boat for a week before the series. They had even checked the







The action was always tight at the rounding marks



# **NATIONALS**

gooseneck, but as Dailey says, "there were no cracks, we had raced it hard for three years and we just assumed it was okay".

Fortunes turn on such seemingly minor matters. For Sundeen, they made the difference between just an impressive debut as a Santana 35 owner and a joyful victory. He bought Breakout in March and spent the intervening time repainting, rerigging, buying

new sails and assembling a crew. He wasn't unfamiliar with the boats - last season he crewed on Captain Midnight but with only one

Yo, ho, ho and a bottle of rum, 22 35's on a spinnaker run!

race under their belts before the nationals, well, it seemed iffy at

No one was more surprised to find out they had excellent speed downwind and enough luck and smarts to deal with any mishaps that

arose. In the last two races, for example, they survived a broken boom bail (which they fixed before finishing) and having to complete a 720 degree circle to exonerate themselves after fouling Dailey in a port-starboard crossing.

Desides his partner Steve Fertitta, Sundeen's crew included driver Howie Marion, tactician Mike ("The Admiral") Duvall, Scott Po, Matt Coal, Bill Hume, Steve Poletti and Vicki Bailey, aka "The Mom". "Vicki kept us all in line," said Steve. Obviously she did her job well.

- latitude 38







#### 1983 SANTANA 35 NATIONAL RESULTS

- Breakout
- Wide Load Fast Friends
- Celerity
- Spitfire
- Steve Sundeen Jim Bonovich
- Evan Dailey
- Ted Hall
- Tom Dandurand
- San Francisco
- Santa Cruz
- Alameda
- San Francisco Belvedere
- 2-3-3-21-2-3......13.0 pts.
- 6-4-7-21-3-2......22.0 1-1-21-21-1-1.....24.0 pts.
- 7-6-2-21-4-13.....32.0 pts. 4-8-1-21-10-12....34.75 pts.



# PACIFIC STATES YACHTS, INC.

145 THIRD STREET SAN RAFAEL, CA 94901 (415) 459-5600 •Scott Baxter •Barre Pearson
•James Craig •Keoni Warinner
•Sheidon Caughey — President
OPEN 7 DAYS A WEEK



36 New York '81 \$95,000



42 Vancouver '79 \$125,000



43 Hans Christian '80 \$135,000



46 Morgan 79/80 \$179,000



39 Loki Yawl '53 \$120,000



34 Cal '68 \$34,500



30 Rawson '64 \$29,000



34 Fisher M.S. Ketch \$69,500



44 Islander '73 must sell, make offer



36 Custom Wylie \$129,500



38 Ohlson Sloop \$79,500



441 Swan - two available



44 Nordic Reduced to \$159,000 sistership



42 Peterson Coaster \$158,500



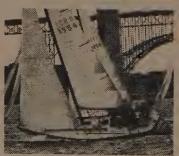
39 C&C Aux. Sloop \$89,500



32 Islander \$53,950



3-30 Cal w/S.F. berth \$34,500



43 Serendipity '79



36 Pearson '76 ketch \$79,000



42 Tanton '77 consider any reasonable offer-trade power/sail

hwack! It was the sound dreaded by every

ocean racer. We had come off watch a few minutes ago, and were sitting among the sailbags with dinner on our laps. Nobody reacted to the sound - maybe it was a fluke - maybe it would stop if it wasn't acknow-

ledged.

Thwam!

The boat shuddered. I couldn't help glancing back to the chart table, where Lee Helm, a naval architecture student who had come along as navigator, was plotting our current

Don't worry . . . the boats that went inshore are worse off.

> Loran position. She didn't look up from the chart. Meanwhile, the sound of water flowing around the hull had been steadily diminishing, and now it was down to a barely audible trickle. We were becalmed, and slatting badly in the left-over swell.

> "Dammit!" cried a desperate voice from the cockpit. "This happens every year. We get a good start, make a brilliant departure from the Bay - and then spend all night slatting around in the middle of the biggest hole in the Pacific!"

> We could hear the preventer tackle being tensioned over our heads, and the slamming and crashing of the rig was reduced slightly. We passed up the half ounce spinnaker, and after a short search located the light sheets

> "Why do I let myself get talked into doing this race year after year? This isn't any fun!"

Lee stood up in the companionway and tried to console our frustrated skipper.

"Don't worry, if it dies here, it dies everywhere. According to the wind reports, the boats that went inshore are a lot worse off."

"Just wait," said another voice from up on deck. "When we finally finish tomorrow afternoon, the harbor will be full of boats that came in hours before us. 'Where were you?' they're all going to say. 'We went right into the beach and had good wind all night', they'll say. Happens every year."

"But last year we went inshore and got killed!" said a third voice from the cockpit. "I think the important thing is to keep racing hard, wherever we are . . . '

 $oldsymbol{\Pi}$  is voice was drowned out by the sound of the halvard winch as the new sail went up. Then we could hear them argue, in the brief quiet periods between the bangs, slats, and grinds, about the best way to trim sails and steer the boat. Finally they gave up on the half ounce spinnaker, and changed to the drifter.

"I just hope these swells settle down enough for us to get some sleep," I said to Lee as I cleared her plate from the chart table. "We're on again at 2:00 a.m."

"I don't know, Max," she said between mouthfulls of dessert. "At least this slatting keeps us moving at half a knot." "And if the boat was quiet," added another one of the crew, "then we'd have to listen to the watch on deck debating the fine points of sail trim all night."

He had a good point. Between slats we could hear the skipper and the tactician engaged in an animated, and somewhat louder than necessary, debate on whether the sails should be flat or full.

"We need to loosen the outhaul some more," said the skipper, explaining that the full sail would give us more power for the few seconds that it filled during each roll.

"Not necessarily!" countered the tactician, insisting that flat sails are more efficient in very light air.

"Notice how those two never use sentences?" said our watch partner. "They only talk in paragraphs!"

"That's fine with me," I said, "as long as they can figure out how to get this boat moving again!"

"Could we have all the weight on the leeward side please?" came a voice from the cockpit, as if in response to my comment.

Ve tried to make room for the three of us to sleep on the port side, but before we had finished the cockpit announced that we were really on port tack and we should sleep on the starboard side. Lee took a final look at the chart, gave some instructions to the watch on deck, and crawled into the quarter berth. I ended up on the settee, not having been quick enough to get the more comfort-

#### LIGHTAIR

able pilot berth.

Next thing I knew, the skipper was flashing the cabinlights on and off and announcing that it was 1:45 a.m.

"Aloha! Your watch, Max!"

"Any wind?" I asked.

"Nope — not a drop — but we're making great time — hope you had a good sleep."

Lee Helm was sitting at the chart table.

A flat sail will do much better in zero wind.

"Lee," I said, yawning. "Didn't you get any sleep?"

"Oh, I got an hour or two, Max."

"Well then, why are you giving them a compass course to steer? You know that's not the way to win an ocean race — they have to go for boat speed!"

"Tonight, a compass course works fine!" she said. "Go up and take a look at the rig they have up. For all practical purposes, this is a slow powerboat right now!"

What could she mean? The engine wasn't running, and there still wasn't any wind to speak of. I climbed up the ladder, and when my eyes became adapted to the fog-dimmed moonlight I saw what she meant.

The mainsail was almost board-flat, but the top was allowed to twist way off, and the jib — which looked like the 100, was sheeted with a single line to the spinnaker pole fitting on the front of the mast. The two sails just swished back and forth as we rolled in the swell, with barely a trace of the slatting and slamming that we had had before.

"Look —  $1.8\,\mathrm{knots}$  in zero wind!" said the tactician, who was on the helm. "And it hardly makes any difference which way we aim. What we did was come all the way in on the backstay and flattener, and then support the boom with a spinnaker halyard used as a topping lift to allow lots of twist. The action is just like a giant swim fin when we roll. The 100% jib sheeted to the spinnaker ring does the same thing."

A group of particularly steep waves came through, and the boat rolled heavily. The sails flapped back and forth with more force, but because they were so flat, there was no slatting — just some noise from the gooseneck, sheets, and some slack halyards alongside the mast.

"2.1 knots! And all we have to do is steer!" "Why haven't I seen this done before?" I wondered out loud.

"It only works on a fractional rig with a bendy spar — otherwise you can't get the main flat enough and still let it twist. Ready to take over?"

"Sure. 135, right?"

"That's what they say. See you for breakfast."

What followed was one of the most tolerable no-wind night watches that I have ever stood. Until the morning easterly started to come up at 5:30, all we did was take turns steering and napping in the cockpit.

We finished the race about mid-day. Not first (the winner had an implausible story about sailing on the edge of the "fog line" and having wind all night), but well ahead of the rest of our class.

Once the boat was put away and we were feeling human again after showers and some rest, I asked Lee why the flat sails work so well in so little wind.

"Seems to me;" I said, "that the less wind there is, the fuller you want the sails, to increase their power. I always thought that the only reason to flatten them was to keep them quiet."

"No, the flat sails really do work better in slatting conditions," she said. "But full sails are best in light wind and smooth water."

"And why is that?" I pursued the point, knowing that I was risking a totally unfathomable answer.

"Because a sail, like any airfoil, doesn't generate any lift until the starting vortex is shed."

"I was afraid you'd say something like that. Now what does it mean?"

She disappeared below for a second, and came back with a pad of paper and a pencil.

"We have to start with some basic airfoil theory, if you're up for it."

"Okay, I'll try."

"Good. First of all, a sail, like an airfoil on edge, generates lift because it deflects air sideways away from a straight-line path. The lift force on a sail is equal to the change in sideways momentum of the air being deflected."

"Makes sense so far."

"Now, it turns out, and I won't try to explain this in detail, that when an airfoil is generating lift, the lift is proportional to the 'circulation' of the fluid around the airfoil. By circulation, roughly speaking, I mean the difference between the air flowing around the section clockwise, and the air flowing around the section counter-clockwise, after correcting for local velocity differences. This will make sense intuitively if you think about it long enough."

Sail has just started to move through air. No lift force is produced. Starting vortex is forming at trailing edge. No lift, but lots of drag. Starting vortex has been shed. Sail is producing lift.

"It will?"

"Well, maybe it won't. Anyway, circulation equals lift. Now, when an airfoil, or a sail, first begins to move through the air at some angle of attack, the flow around it looks something like this:"

She drew the first of three diagrams, showing the flow of air around a sail.

"These lines are streamlines, which show the paths that the air follows. The one that hits the mast and vanishes, then starts again near the leach is theoretical — it shows the boundary between air that passes on opposite sides of the sail. The air flow splits at the 'forward stagnation point' and comes together again at the 'aft stagnation point'. Note that at this point in time, there is no overall deflection of air, and no net circulation about the section. The sail doesn't produce any lift."

She moved on to the next sketch.

"Here, a second or two after the motion starts, the aft stagnation point has started to move back to the trailing edge, or leech in the case of a sail. You see, nature doesn't like sharp corners. The air that has to flow around that trailing edge to meet the aft stagnation point finds an easier way to leave the sail. The rotation of air that's developing is called the starting vortex. You still don't get any lift out of the sail, but there's lots of drag—the energy that goes into the formation of the starting vortex."

She quickly produced sketch number three.

"Here the starting vortex has been 'shed' from the sail, which is now deflecting air and producing lift. The net circulation about the sail, in fact, is equal and opposite to the circulation of air in the starting vortex!"

Lee seemed to be very excited about this fact, but I really couldn't see what it had to do with sail shape.

"So you see, Max, a sail doesn't develop any lift at all — only drag — until the starting vortex is shed."

"That's great, Lee — but you didn't answer my question!"

"Oh, sure I did, Max. You see, a full sail at a high angle of attack will produce a larger starting vortex, located further in from the leach than a flat sail at a low angle of attack. Because the full sail takes longer to shed a larger starting vortex, it takes longer to develop lift, and causes more drag meanwhile. A flat sail, especially one that's twisted off on top to reduce the angle of attack as the boat rolls, will do much better in zero wind."

"But what if the water is smooth . . ."

"Then you have steady flow, and the full sails work better."

Just then our skipper and tactician came walking up the dock, still arguing about light air sail shape.

"Lee, you've got to run through this again for them!"

"No," she said as she tore off the top sheet of paper from the pad and folded it up. "They're having too much fun trying to figure it out for themselves."

- max ebb

## FOR SALE

#### Fantail Stern 35' Ketch



## S.F. Bay '06 Classic

Documented — LOA 43'
Beam 12'3'' — Port Orford
Cedar on Oak — Diesel Auxiliary
Cruise Equipped —
Excellent Condition
\$60,000 / Offer

Write Ole 259 Hakalau Pl. Honolulu, Hawaii 96825

Phone (808) 395-8579

# IF IT COMES IN A CAN, WE MAY HAVE WHAT YOU NEED.

#### **READ THIS AD:**

Our purpose is <u>not</u> to make you want our merchandise.

Our goal is your achievement of your goals.

Our purposes are to have products that really work available in the marketplace, and the survival and expansion of our business.  $\searrow$ 

Our valuable final product is you, using our knowledge and our products to successfully solve the problems that stand between you and your goals.

We handle paints, epoxy adhesives and laminating resins, two-part polysulfide rubber, pour-in-place foam, and antifouling paint.

If your boat is wood, steel, aluminum, fiberglass or ferrocement, we have something you need for a fresh coat of bottom paint, a major resurrection or anything in between.

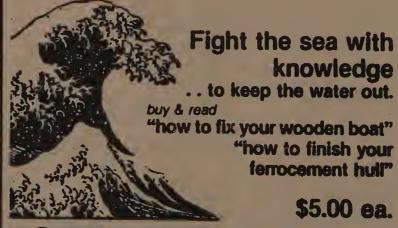
We wrote the books 'How To Fix Your Wooden Boat' and 'How To Finish Your Ferrocement Hull'. For five bucks, either can be yours.

Whether you need knowledge or a can of glop, come to us.

We are the source.

- ★ Epoxy Adhesives
- ★ Clear Penetrating Epoxy Sealer
- ★ Two-Component Polysulfide
- ★ Polyurethane Paint and Foam
- ★ Anti-Fouling Paints

Custom Formulated Chemicals for Today's Problem Solving



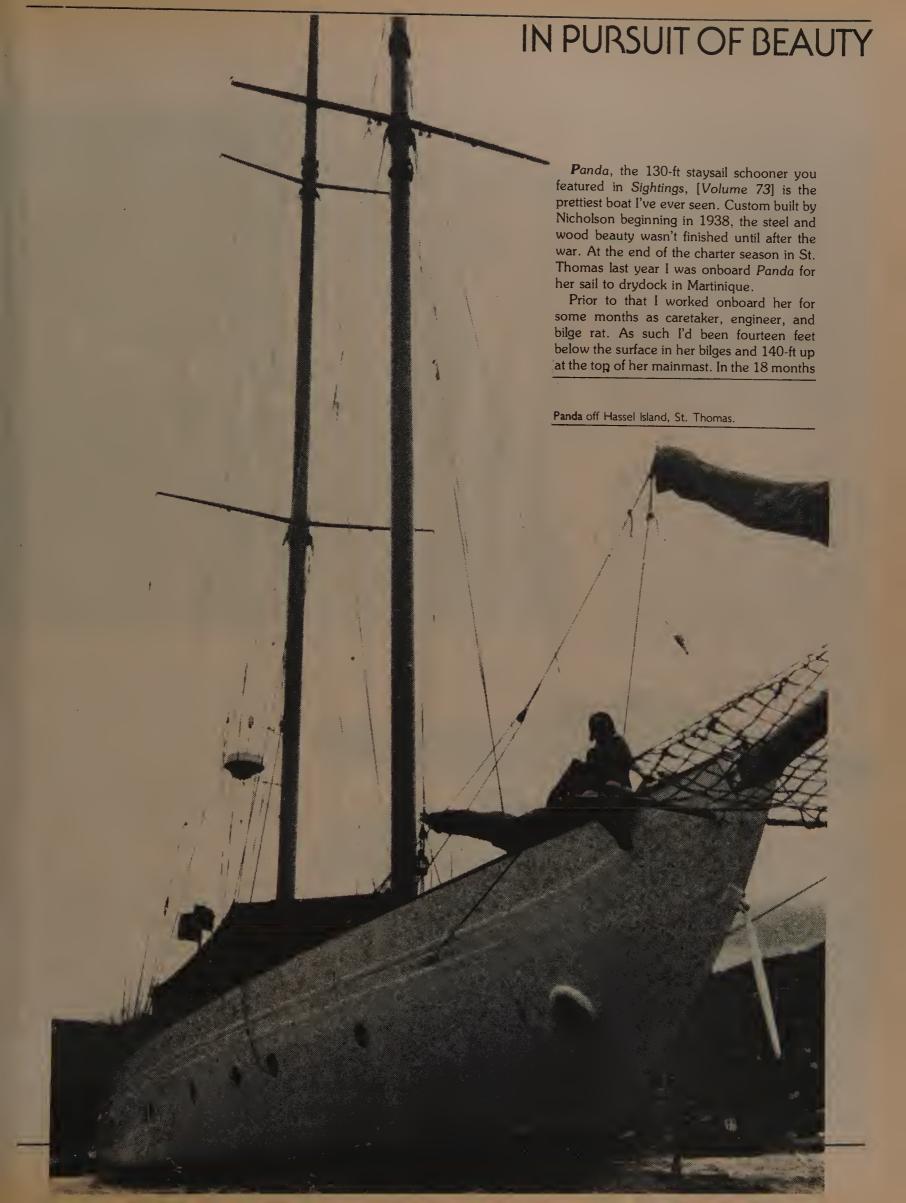
# SMITH & CO.

5100 Channel Avenue

(Foot of So. 51st St., near the bay)

Richmond, CA 94804

(415) 237-6842



# IN THE PURSUIT

before I'd come aboard she had done a charter trip around the world and a charter season in St. Thomas. Now on the way to drydock in Martinique, I was going to experience first-hand just what it takes to maintain a love affair with such a lady.

The drydock at Fort du France, Martinique was constructed for Napolean's defense of France's Caribbean interests in the late 1700's. It remains in near original condition. The beautiful original end-laid blocks still form the walls of the chamber, which measures 600 feet by 150 feet, and is 40 feet deep. We arrived around midnight after a 400 mile slog to windward from St. Thomas, and dropped anchor in the harbor entrance. Panda rested there until morning.

Dawn came too soon and we were circling in front of the gates at first light. After considerable shouting and confusion — which characterizes all business in the islands — we were instructed to enter the chamber. The gate was closed and three huge pumps started. After several hours, Panda stood incredibly tall in the vacated chamber. A crane placed huge beams between her topsides and the wall of the drydock to hold her

After our first twelve-hour day the entire crew "walked the plank" in search of the evening adventure every new port holds. On our drunken return in the wee hours, no one realized that a gangway had been put in place; so we didn't really have to risk falling twenty-five feet to the cement floor getting back aboard. Nobody's ever convicted a drunken sailor of being smart.

Panda was booked for twelve days in the drydock. Exactly twelve days — then the water was to flow back in. With typical island inefficiency we were unable to get electrical power at the drydock for three days. Finally our captain convinced the yard to let him hook the juice up himself. The lack of power did not prevent us from working, but the lack of power tools those first three days resulted in a number of sixteen-hour days toward the end of the haul out.

Scale the bilges, prime the bilges, paint the bilges. Weld plates, break down the huge windlass, break down the number one generator. Only a shipyard has the machines for these large repairs, so we have to do it now. Remove the through-hulls. Paint the



upright. A grid of beams, blocks, and wedges were placed beneath the full length of her keel. A halyard or two was threaded over to the rails on top of the walls — just in case!

A restless aesthete, Warren leaves **Panda** astern in pursuit of even more beauty.

topsides, bottom and boot stripe. Pull the props and shafts. Risk death on the scaffolds hauling shafts under the long counter stern.



Panda: high, wide, and handsome. But what maintenance!

Fix the worm shoe and keel fairing. Prepare for the Lloyd's surveyor.

We were five men working together as a team. I never thought we could have accomplished so much. Three were Americans, including the Captain, and two were West Indians from Dominica. We were all good friends and needed to be — what an enormous amount of work!

Panda is a two hundred ton antique, maintained to standards that must please the most discriminating charter guests. She is a breathtaking lady designed to delicate perfection. Her fifty-ton lead ballast was cast to fit within the airfoil-shaped keel. The rudder is wood — the ends must be kept light for performance, you understand!. Her masts are a tapered teardrop shape in beautiful varnished spruce. Expansive teak decks and lusterous varnish cover the teak house, skylights, hatches, bulwarks and rails. Anyone who has ever owned a wooden boat and sought the vanity of varnish would be shocked by the prospect of such maintenance.

But I was to learn there is a lot more to it than first meets the eye. We used a sledge to

# **OF BEAUTY**



move the wedges beneath the boat. We used our backs to move the blocks. Again and again we moved the supports beneath the yacht as we bolted in plank after plank to replace some keel fairing and the worm shoe. The worm shoe is four by ten's, side by side, planed to fit the gentle airfoil shape.

Back into the bilges — bilges so deep you can't reach the oil pans of the five-foot tall diesels above you. We're told, "It has to be clean. The Lloyds' inspector will come down here in his white coveralls!" Haul the windlass. Range the chains.

The days were long, but when they were done we were in paradise. First run to the showers and then out to the streets! All day we worked the boat, all night we worked the streets. Lovely ladies! Very distinctive these girls in Martinique. Slender legs and torsos, dressed fine. They have plenty of dignity and self-respect, too.

France has done well for the people of Martinique, who have full voting rights. It is obvious in their demeanor. There seemed to be a better distribution of wealth here than most Caribbean islands. Mopeds were everywhere. Delightful scrubbed-clean, Sundaydressed old men sit at tables alongside the street at the outdoor bars during the day. At

night young blood, aided by alcohol, boils. Sure am glad I don't get obnoxious like that!

Our West Indian friends helped us along with their patois. Plenty of offers for us all.

they say, "is the only girls you don't have to talk to to sex." Girls in the Caribbean can be a bit direct themselves. "Come wife me", they say. Guys are the same the world over; always hungry.

We were fortunate to be there during the week long Bastille Day festivities. This is the major holiday in Martinique, a Department of France. There was live music every night in Franz Fanon Park, and bicycle racing in the city streets during the day. Young people were everywhere; mobile, excited and friendly to those of us so obviously foreign. There was great local beer, fun-to-try foods, and a beautiful yacht to return to. Our crewmates from Dominica masqueraded as Americans and told unbelievable lies to the local women. They appeared to believe, them!

Morning call on the day before we float is 4:30 a.m. Driving hard through the day, we stop for a 30 minute lunch and then it's on to midnight. Panda must float in the morning. Late that night the salt water level rose up near our knees. We feared electrocution from the 220-volt lights and tools. The pumps were restarted to give us more time. At 4:30 a.m. much urgent work remained; patches needed antifouling, the clearing of scaffolds by crane, and clearing of all the equipment.

When the water finally began its rush through the opened gates I felt joy mixed



After searching the world over, Warren still finds his California girl the most beautiful.

We did not see any American girls here who are — according to the West Indians — the prize of the Caribbean. "American girls,"

with anxiety. Had I forgotten anything?

Floating again! Lord what a beauty! We left immediately sailing downwind to St. Thomas. What a glorious ride! Now this is my kind of work!

- warren stryker

# Brokers Of New Or Used

# SAILS



**RACERS:** Stop hoarding your old sails — we'll sell them for you.

CRUISERS: We have a large inventory of beautiful cruising sails — Stop by (or phone) and take a look, you'll save lots of \$.

Industrial Center Building No. 105

Gate 5 Road

Sausalito, CA 94965 (415) 332-9515



#### CHARTGUIDE MEXICO WEST

Navigation chart reproductions updated for all shoreline and islands for Sea of Cortez and San Diego to Guatamala. Ramps and best anchorage, fishing and diving spots shown. Magnetic-bearing courselines, and all RDF antennas plotted. 14"x20" spiral-bound. Now at marine supply, tackle and dive shops, or send \$41 + \$2 p&h + \$2.46 tax in Ca. to ChartGuide Ltd, 300 N. Wilshire #5G, Anaheim, Ca. 92801.

# Donate your boat to the Sea Explorers



#### Power or Sail

- Your donation is tax-deductible. Let us show you the attractive value and speedy transfer that we can arrange.
  - Eliminate broker fees, advertising and berthing.
- Help instill the love of the sea and boating into the youth who participate in sea exploring. Sea Explorers are looking for any craft, power, or sail, in serviceable condition.

Contact: Dave Dunakin (415) 638-3600

Sea Scout Division
San Francisco Bay Area Council



#### **CUSTOM MARINE PLATING**

\* BRASS \* CHROME \* COPPER \*

RE-PLATE THOSE WINCHES, CLOCKS, BAROMETERS, HORNS, CLEATS, LIGHTS, ETC.

BETTER THAN NEW — SAVE \$\$

\* POLISHING \* FREE ESTIMATES \*

M-F: 7:30 a.m.-4:30 p.m.

(415) 453-0918 714 A FRANCISCO BOULEVARD

SAN RAFAEL, CA 94901 ON THE WEST SIDE OF 101 NEAR SCRIPTURE OLDSMOBILE



# MARINE ELECTRONICS SALES AND SERVICE

NEW LOCATION: 475 Gate 5 Road

FULL LINE OF ELECTRONIC SALES & MAINTENANCE FROM SAN LOUIS TO BODEGA BAY!



ASHER ENGINEERING d.b.a.



MARINE ELECTRONICS UNLIMITED
(415) 332-6083

#### **COMPLETE SAIL MAINTENANCE**

- REPAIRS
- RECUTS
- CLEANING
- COVERS

CANVAS PRODUCTS-BAILIWICK BAGS

LAM / SAILS

**B4ILINICK** 

ONE NORTH AMPHLETT SAN MATEO, CA 94401 (415) 342-5625

BAILIWICK, INC.

# PALO ALTO HARBOR HAS SLIPS AVAILABLE

24-ft to 40-ft In Length At \$2.25 Per Foot Per Month

Contact Harbormaster at (415) 856-1343 or John Walker at (415) 494-1860

Paha 2500 Embarcadero Road, Palo Alto, CA 94303



# A Special Gift Beautiful Hardwood Fishing Boat

LOA: 13¾" Beam: 4" Height including platform: 14" \$85 delivered within USA

Send check to:

Sailor Import/Export  $\cdot$  544 Presidio Ave.  $\cdot$  San Francisco, CA 94115 Or Phone: 415/921 $\cdot$ 7832 with VISA or MasterCard No. and Exp. Date California Residents add 6½% Sales Tax.

# SAN FRANCISCO YACHT SERVICE DOCKSIDE MAINTENANCE & REPAIR

Heads•Plumbing•Electrical•Engines

#### **Products Serviced:**

Mansfield, Raritan, Electro/San, Monogram, W/C, Groco, Japsco, Par, Onan, Kohler, Perkins, Universal, GMC, etc., etc.

**CALL 333-6835** 

#### **CUSTOM YACHT PORTRAITS**

# CLASSIC OILS BY NOTED MARINE ARTIST William Schaefer

#### The Ultimate Gift.

Each representation is a technically accurate yet personalized portrait which you help create with the artist.

Mr. Schaefer has a lifetime of racing and bluewater experience.

Inquiries (415) 383-8906 evenings



## **Aries Wind Vane**

Self-Steering, the Original, often copied, none better!

The Best, At The Lowest Price SENSATIONAL BARGAINS also on Autopilots, Wind Vane Steerers, Sextants, Compasses, Binoculars, Depthsounders, Walker Logs, VHF, RDF, Chronometers, Barometers, etc. Write or Call for Price List, Phone Orders Welcome. Visa/MasterCard.

CHRIS BOCK INSTRUMENTS,

13011 W. Washington Blvd., Los Angeles, CA 90066, (213) 823-2322

237 to 9

In the August issue *Latitude 38* had 239 sailboats for sale in our Classy Classifieds. The next biggest Bay Area marine publication's classified section only had 9 sailboats for sale. In other words sailors selling their boats preferred *Latitude 38* by a margin of more than 26 to 1!

In all, Latitude 38 had over 700 sailboats for sale in the Bay Area that no other publication listed.

Latitude 38, the sailor's choice. By a long shot!

# OLSON 30

ovato's John Kostecki sailed Bruce Seyin July. Rigged with inboard jib leads and well," said Seymour after winning his first national title.



Symmetry to weather.

mour's Mount'n Momma from Lake Tahoe to victory in the August 15-18 Olson 30 Nationals, sponsored by the San Francisco YC. Topping the 30-boat fleet of these Santa Cruzbuilt flyers, Mount'n Momma never dipped below third in any of the six races, which included four buoy races on the Berkeley Circle, one long Bay race and a 35-mile ocean heat.

This was the second ULDB title for Kostecki in as many months, having won the Express 27 Nationals in San Diego

brand new sails, Mount'n Momma, crewed by Cliff Stagg, Glenn Barclay, Bill Young, Tom Little, Ray Delrich and Bruce Davenport, had an un-

he three boats that finished next, Allan Rosenberg's Intense from Long Beach, Greg Dorland's Caracas from Lake Tahoe, and Jim



Killer Rabbit takes a bunny dump.

disputed speed edge on the fleet. "We had great crew work, good sails and John drove the boat very

Maloney's Keepin' Jive Alive from Pt. Richmond, pressed the leader hard throughout, how-

Intense, which

won the ocean race, still had a chance of winning going into the final race, the long Bay heat. They had to finish first with Mount'n Momma placing third or worse to come out on top. According to Bill Menninger, Intense's tactician, they lead from the start but couldn't shake Kostecki, who was close behind in second. At one point the Long Beach boat even tried a blocking



#### 1983 OLSON 30 NATIONALS RESULTS

- 1) Mount'n Momma
- Intense Caracas
- Keepin' Jive Alive Point Blank
- **Patient Lady**
- John Kostecki Bruce Seymour Allan Rosenberg Greg Dorland Jim Maloney
- Ulli Coblenz Kame Richards
- Zephyr Cove
- Long Beach Homewood Pt. Richmond Long Beach YC Oakland
- 2-1-3-2-1-1..... 6.0 pts.
- 3-2-1-3-2-2.....14.7 pts. 1-4-2-6-3-5.....27.6 pts. 5-3-6-1-4-3.....**29.4 pts.**
- 4-9-8-7-7-6......**59.7 pts.** 14-12-5-5-11-8....**69.0 pts.**

# **NATIONALS**



maneuver, letting a barge pass between themselves and Mount'n Momma. Eventually, though, the Tahoe entry took the lead and went on to win the race and sew up the series.

Winds were brisk, which made for dramatic spinnaker

**Sirena** on a tight spinnaker reach.

Bruce Seymour.





Dualing Olson's at the Berkeley Circle.

work. Learning how to survive crash and burns became a required course of study. Upwind, the most frequently used headsails were the 110% jibs. Weight on the rail helped. Mount'n Momma had an edge here, too, with seven big men to hold her down. Many other crews struggled with less live ballast.

ostecki's hardest moments came after the conclusion of the final race. An administrative protest was filed by sixth-

place finisher Kame Richards, skipper of Patient Lady. Kame contended that according to the Olson 30 class rules, skipper Kostecki was required to have chartered the boat at least three months before the championships - which is what Kame and fourth place finisher Jim Maloney had done.

Kostecki, it turned out, wasn't even a member of the class association before the series started. An ambiguity in the wording of the class rules allowed the protest committee to throw the protest out, and the final results remained the same.

- latitude 38 - svc

ALL PHOTOS BY LATITUDE 38/RICHARD

## **EQUATORIAL**

hat is a storm spinnaker? Some say it's a small chute made of heavy nylon. No friends, that's not it. A storm spinnaker is any spinnaker which you've had no time to take down before strong winds have filled it. Right now I am sailing under such a spinnaker, dreaming, praying, and begging for just several seconds of light wind to take this infernal piece of nylon down.

Yes, I've had a lot of wind on my solo trip from San Francisco to Australia. That's a big change from the shakedown sail to Hawaii and back a few months ago. Back then the same boat, same skipper, and the same ocean-going cat swung and bounced and rolled for days and even weeks on the windless Pacific. You may recall a photo I took of a burning candle on the stern pulpit life ring. Try and take a similar picture; only then will you realize how light it was.

During those painfully slow days I formulated a semi-scientific theory, one that postulated if you have no winds for a long, long period, that some day you will get hit with an enormous fury — something like all the bills arriving at your mailbox at the end of the month. That's what's happening now.

I don't know why there's been such strange weather all over the globe, although many blame the Chicon eruption in Mexico. I just know that I still see many strange phenomena on the Pacific: grey sky, clouds, and a pale sun. I've been seeing no amazing sunsets like before, and the grey clouds block out all the stars, the Milky Way, comets, 'sputniks', and all the other celestial wonders.

But at least the wind has returned. It blows like hell! Too much wind, Andy? No folks, there is never too much girls, whiskey, or wind. Let it blow. For the second month in a row now, the Ericson 30 Nord IV, her skipper, her cat, and all belongings are flying across the belly of the Pacific. Flying like hell! 140 miles a day, then 152, 166, with still better runs in sight!

Fifty days on the ocean and I do not complain for lack of wind. I am behind schedule in writing, reading, drawing, and sex, but I'm many miles ahead of my sailing schedule. I enjoy it like crazy!

Since leaving San Francisco 50 days ago I haven't see the smallest bit of land. All I see is the same ocean, the same pale sun, and the same fresh-shaved face in the mirror. All that changes are the readings on my "Star Trek" instrument displays.



And sometimes they change very rapidly. A couple of times in the darkness of a cloudy night I've been catapulted from my bunk—well my lee board prevents me from falling out, a lee board on which someone carved the sentence, "Better one hour too short than one second too long". That applies to sleeping, not sex.

Up on deck and holding the tiller, a kind of thrill runs over my skin: 6 knots, 6.5, 6.6, 6.5, 7.7, 7.2, 7.0. And then the big wave takes us for a dance: 8.0 knots, 8.8, 9.2, 10 knots! Ten knots!!! I am roaring in the darkness, falling with the boat into the depths of the Pacific.

Then after a while the superblow ends its fury, and I return to the wet warmth of my bunk. It's midnight. It's also 90 degrees.

How does it feel to be all alone in the middle of the endless Pacific? Just great! Just absolutely natural!

Each Saturday morning I open one of my weekly energizers, which is a California

Adorned with a lei, Andrew keeps sun off his sensitive parts with a hat.

orange crate that has paintakingly been filled back home before the start of the trip. Much of the box is filled with simple vegetarian food — and the small extravagance of a sixpack of Coca-Cola. Well okay, there are a few sweets, too.

There's also a small pack of clothing for that week, and one large roll of paper towels. Paper towels are a very important item out on the ocean, as there are 1001 uses for them.

Sunday morning is an even more special day, because that's when I open my weekly "surprise package" from Krystyna. One week it was a box of candy, and one week it was a pair of binoculars. Until then I never owned a pair of binoculars, believing them to be a luxury.

Each day I play my guitar and sing the songs I know. I make up new ones, too.

### CHALLENGER

ated milk and a little brown sugar or honey.

man pumpernickel.

the night I eat an orange.

For lunch I make a big pot of vegetable soup, which I eat with several slices of Ger-

Dinner consists of pancakes with good marmalade — extravaganza! In the middle of

What would I like to have? Oh my friends.

#### ALL PHOTOS BY ANDREW URBANCZYK

Most of the songs I sing are in Russian.

The last song I made up was about a life ring which Nord IV passed several days ago. My first impression was that somebody was not able to catch it and died in the ocean, leaving the ring to drift alone, useless, for eternity, through the endless Pacific. It's a greath theme for a Russian ballad. But the hell with it, I am an American now! So I sing a new song about the life ring, how it is travelling through the ocean, purposefully going some place it will be needed. Some day it will save someone's life! Go life ring, go! "Hurry" is the chorus of my song.

Of course I am not forgetting my physical exercises. Each day — even in poor weather when the boat is jumping up and down like a grasshopper - 1 exercise for half an hour. Mostly I try to keep my legs in condition. I also control my breathing through simple Zen meditations. If there is still a little time left, I play with my new "Star Trek" toy - of course not forgetting Cardinal Vertue, who is purring as much as the old days when we sailed Kuro-Shio and Kazan-Retto.

Naboom!! An enormous explosion announces that my spinnaker pole is again going to have a love affair with the Pacific Ocean. Leaving the cat to guard my typewriter, I throw on my harness and dash to the bow.

There are some things on the boat that perhaps I didn't mention in my last article. One is a SatNav sealed in a prototype watertight box; a see-through soft membrane on

Tense? Uptight? What makes you think singlehanding to Australia makes me tense?



sensitive body without doing damage. I also have a huge inventory of North sails, twelve in all. I guess I did mention my weekly boxes of food and supplies. But they are such a great idea I mentioned them again. The

the front allowing my wet fingers to roam its

nothing special. Just 11/2-inch thick steak

Meow. Where's my orange crate?

boxes prevent me from eating all the good food right away and having to spend the rest of the voyage on "beans and bacon" - a torture! There is the Monitor windvane, and the adjustable solar panels — to my design! But there's one other new thing, too.

The whole front part of Nord IV is filled with polyurethane foam. After last year's collision with a floating log, I felt that I must do something about it. It's true there wasn't a scratch, no damage at all to my Ericson. But I did not survive undamaged. The sound of that collision returns to me many nights in dreams with the question, "What would happen should Nord IV have hit a ship container rather than a log?" But with one cubic yard of foam in the bow, I scoff at all containers, sea mines, swordfish, underwater UFO's, etc.

 $\mathbf{Y}$  es l've seen UFO's on several occasions. They are so boring, always begging for a little food and some old clothes. Some of them say, "May we borrow a few nails, our poor spaceship is falling apart". Or "How about a few potatoes?" (I am teasing, of

For breakfast I have porridge made of a quart of water, a handful of oats, and some raisins. To this I add a small can of evapor-

well done, a hill of boiled potatotes, a team of pickled cucumbers, carrots, and brussel sprouts. And how about a big glass of icy cold straight Stolichnaya. Then cappuccino coffee with a quarter of a torte. Then a big bowl of ice cream, and then for dessert a bottle of Cinzano Bianco with someone of the opposite sex over 16 years of age.

If I had a ham radio, my voyage would never be the same. I believe if one can call the wife, the girlfriend (or in opposite order), priest, psychologist or sailmaker, then you are not really alone. If you can cry to your spouse how sad and poor your lot in life is, then the situation is guite different.

don't even care about the news. The only time I listened to my shortwave receiver was when Challenger - my brother travelling through another endless boundary made its remarkable voyage. Oh how much l would like to be with them - or if that's impossible, have one of them here with me as a guest. I do not care who, let it be Sally Ride.

Once again the terrible wind is breaking loose. Hold the typewriter, Cardinal Vertue! Last week I spliced the spinnaker halyard twice - each time it took three hours. Nice

But working hard, short of sleep, and behind schedule as an author, I am not complaining about the wind. It was me, after all, who said that some day all those late bills would reach my mailbox - and now they are here!

- andrew urbanczyk

The insipid summer fog hovered in the rigging as we loaded one last wagonfull of provisions for our annual retreat to the Delta. I'd heard reports of inundated beaches, screaming currents, and great destruction to levees around our favorite haunts. It was time to check it out for myself!

Everything went well on the first day; I didn't back over the two El Toro's, we didn't hoist the spinnaker sideways on San Pablo Bay, and the Rio Vista Bridge tender raised the bridge a generous two inches above our mast as the flood tide scooted us toward our secret anchorage, far from the weekend crowds in the mid-Delta.

We arrived in a howling breeze and sequestered the boat behind a clump of trees on our isolated "Possum Island", just as a scarlet sunset blazed across the tule-fringed horizon.

Morning greeted us Delta-fashion, with bright sunshine piercing the hatch and a friendly argument in the bow as to who should make the coffee. The kids were already unfolding their new, collapsible fishing poles and rummaging through the jam-packed cooler in quest of chicken gizzards for bait. As we secured the canopy we noticed tules caught in tree branches high above our heads; vivid reminders of the awesome height the water had reached during the winter rains.



I'm a goin' fishin' and you can come fishin' too.

Polishing off the last of the bacon and eggs, John, the skipper, casually mentioned that there seemed to be a fish on the line.

"Oh my gosh!" "Oh my gosh!" Our twelve-year old exclaimed as he began to reel in the line, his eyes getting bigger and bigger as the fish zigged back and forth. It was obvious that he had an enormous fish. The daughter squealed with delight, John grabbed a bucket since we had left the fishnet in the garage, and I ran to get the camera.

Oh my gosh was right! As two fishy eyeballs broke the surface off our transom, we knew he would feed the entire family that night. "Don't lift him up!" John pleaded, straining to sink the bucket under the thrashing critter.

"Wait 'till I'm ready!" I begged, yanking the camera from its case. Three sets of legs hampered my view as I scrambled to the stern while the group struggled to land the fish.

Then snap! and he was gone, trailing hooks, sinker, and lots of line before I could even adjust my focus: The One That Got Away.

John lapsed into profanity while our son began blaming everybody from his sister to the fishing pole salesman, for the escape of the fish. The rest of the fish caught half-heartedly that day were thrown back; puny by comparison.

At cocktail hour on the third day we debated whether cocktail was a sexist term and if so, what it should be changed to. (The end result was unprintable). We also debated the species of the elusive fish. "A striped bass," I assured them, judging from a picture of Hal Schell's map. "I think it was a Sacramento Pike," John said, though he'd never seen one. The fisherboy preferred to call it a Channel Cat.

We also noticed that the ice was smaller than a bread box and that meant venturing to civilization, so we got out the charts and concocted a grand plan. We were assured by the Rio Vista Bridge tender, the voice of authority, that the Miner Slough Bridge was operating and was tended from 8 a.m. to 5 p.m. so we struck out bound for fuel, ice, and Steamboat Slough via Miner.

Navigating the mouth of Miner Slough required some concentration but the rest of the short trip was no problem, even with the tide falling. Islands Marina was our intended reprovisioning spot, and we deftly skirted the ominous bar at their entrance at precisely low water. Refueling, though, was another



American Delta.

matter. The first clue to impending drama was the gas dock sitting upon a hill of mud, but the harbor master standing on shore assured us it was 8 feet alongside. It may well be, but we couldn't get our 5½-foot keel

# THE RIVER



anywhere near the dock.

After sinking into mud in all directions, we made a successful try for the guest dock where a covey of fancy houseboats were tied. As we loaded in a couple blocks of ice, I mentioned that we'd need to hurry to get through the bridge before 5:00.

That comment brought guffaws all around

from some of the locals cooling off in the bar. "That bridge hasn't been open for three years," they told us. We informed them that the Rio Vista Bridge tender had spoken to the Miner Slough bridge tender that very morning and we need merely give them the usual long and short signal to get the bridge open. Not so, they insisted, but we took a

mile hike down the road to the bridge before we were convinced. John inspected it thoroughly and I had to threaten mutiny before persuading him not to repair the bridge singlehandedly.

can just picture that guy on the Rio

Vista bridge telling his buddies, 'I suckered another sailboat today'," he griped as we trudged back down the dusty farm road.

Rather than retrace our route down Miner Slough, we spent a pleasant night at Islands Marina. Potentially a good spot, it has fallen on hard times recently. The Marina was sold but finally reverted back to the original owner, Bill Munyer, through bankruptcy proceedings. Bill told us in great detail how the place was ransacked of everything moveable before he got it back but they're working hard to restore it. The emerald, tree-shaded lawns provided a welcome oasis to us hoodwinked sailors and the kids frolicked on the sandy beach. The fee is variable according to size of boat and where you tie, but we paid \$8 for our 33 footer. Island's phone number is (916) 775-1137

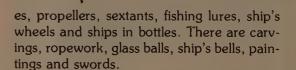
We fell in with the continuous party of houseboaters from Bethel Island who were most cordial as well as innovative. While at the Islands dock, they figured a way to hook up their TV so they could view it while underway. Oh joy!

We were able to refuel the next morning on the higher tide, then headed out to inspect Golden Gate Resort, a deceptively uninviting looking spot just south of Islands where a crumbling dock lurks on the riverbank and a sign says "Boaters Retreat". We weren't sure whether it was a command or an invitation, but we took a chance and discovered one of the most unique attractions on the Delta.

The resort occupies a converted, turn-of-the-century dredge used to dig the moorings for the Golden Gate Bridge. Described in a rogues gallery clipping as "One man's Fantasy Island", it is indeed. And John Stringer is the man. He greeted us as we approached



ioned iron grillwork incorporating such tools as pliers, wrenches, augers and all manner of implements into artwork that literally defies description. Stepping through the carved door, we entered a combination restaurant-bar-nautical museum-flea market! The dark



There's a beer bar made from a boat transom and bar stools devised from beer kegs with salvaged Navy radar screens as seats. The enormous fireplace is fashioned from one of the original three-story boilers, and nearby a bear rug grins at you from the ceiling. There are scores of instrument dials on the wall (but not one working clock).

"This place is wondrous!" proclaimed our son as he wandered about, awestruck.

"I built a few things here and there . . ."
John Stringer explained, and then lapsed into a lecture about how he's able to do all this because he doesn't waste time on television.
Besides being an accomplished tradesperson, Stringer is an acclaimed philosopher, offering his views on crime and the state of the world as he conducts the grand tour of his resort.

"There are two problems with the resort business," he offered, handing a beer across



his unique abode, and assured us that we were most welcome.

As we strode up the ramp, the first noticeable peculiarity was the hand-fash-

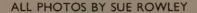
cool interior of the dredge houses John's handiwork, collections, memorabilia, and imagineering. Literally every surface is used for display. There's stuff on the walls and ceiling, in cases and frames, on tables and counters. There are whaling tools, compass-

## THE RIVER

the bar. "While everybody else is having fun, you're working."

"The second thing is . . ." he continued, opening a bottle for himself, "if you like beer, it's not the place to be!"

Stringer also had an opinion about the



fish that got away. "It was probably a Carp," he said with authority.

A couple of hours, lunch, and several beers later, we discovered that the men's head sports a rather unique urinal devised from a beer keg. Remodeling plans for the women's restroom include a western saddle/bidet contraption! I can't wait!

I could go on and on about Golden Gate Resort; about the tuna clipper in the back yard, the thousands of frogs and his plans for the future of his ten-acre island, but I won't. You really have to experience it for yourself. But you have to do it by boat, because

there's no public land access, phone or radio. Brunch or dinner for a crowd is available by reservation — \$6 for chicken and \$10 for steak — and you can spend the night for six bucks. Write to John Stringer at Golden Gate Resort, Rt. 1 Box 93, Walnut Grove 95690.

Our next adventure occurred in Georgiana Slough. We decided to anchor there after seeing the signs posted that the entire slough was a no ski area. We had a bit of trouble anchoring because of the waterskilers zooming by. Finally we decided on a spot just off a little beach with a No Trespass-

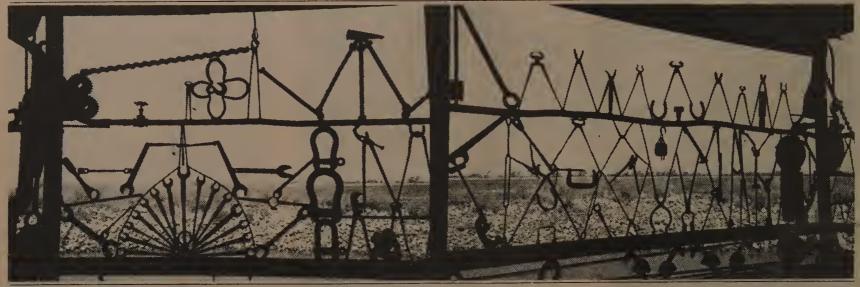


Above, sunshine on the Suisun! Left, a wondrous place

ing sign, which was crawling with people! The folks who live around Walnut Grove must figure the signs are only for us tourists.

Anyhow, after several hours at anchor it became obvious that the woman draped across the lounge chair in front of the "beach closed" sign was the matriarch of Georgiana Slough. Our position gave us a ringside view as she shooed interlopers from her private beach, including one group that resembled the Hells Angels afloat! Later, to our chagrin, we watched as our very own children, under the guise of "going rowing", landed their dinghy on her beach. But it wasn't long before she was sharing an innertube with the girl-child and pointing out the best locations

### UP THE RIVER



John Stringer's front gate.

for clam digging.

To shorten a long story, we were invited to visit the beach with owner Libby Hansen and her multitudes of relatives and friends, and we left with a gift of 50 pears from her orchard. She explained that she had to close the beach because of the hordes of people it drew, who left their trash for her and created a frightening liability problem. So be sure to wave at Libby Hansen if you happen to travel to Georgiana Slough, but don't believe

club cruise!

After reprovisioning at Terminous and dining in the comparative elegance of their restaurant, we headed for the tules and turtles in White Slough. Along this route we noticed a big difference in the appearance of the levees. "Either the levee is lower or the water is about five feet higher," somebody remarked.

"Empire Tract was one of those flooded last winter so I guess the whole levee has been rip-rapped," I recalled from newspaper accounts. "In order to rip-rap, they have to remove all the trees and blackberry bushes.

midweek, with far fewer boats now that the on-shore facilities have been essentially removed. The tiny docks and outhouses are gone but a few picnic tables remain and the piling made tying-up a breeze.

John kept trying to think up excuses to visit a boat called *Peter Pan*, anchored out with several bikinied lovelies aboard. "Maybe I could row over and borrow a cup of W-D 40," he suggested.

Coming home we gassed up at Eddo's, where we'd never been. They have fuel, ice, a small store and ample depth but no overnight docking for sailboats.

We made our usual pilgrmage into Pittsburg, and that, too has undergone transformation. By the time you read this, the office will have moved into brand new buildings ashore, the price has increased to \$5.50, but the Mecca Restaurant remains the same! If you draw six feet you could have low-water problems at Pittsburg, but we did not.

We prepared for the final, dreadful push home by laying out the foul weather gear, having a huge breakfast, and locating the brandy. But to our surprise, the faint breeze continued to peter-out and we encountered a summertime rarity in Suisun Bay. It was flat calm! Even the people heading up were motoring. I tried to capture it on film . . . the mothball fleet across a glassy pond . . . a tanker dock reflected in the water. Then it came to me; for the first time ever, we were wearing bathing suits coming home from the Delta! So I reminded John to "suck it in" and took a snapshot as we passed the Glomar Explorer.

A huge sturgeon lept from the water nearby as we hoisted the sails on San Pablo Bay. A rascally glint flashed in my son's eye. "Look Mom," he said with a toothy grin, "there goes my fish."

- sue rowley



So who reads signs?

the signs about the waterskiiers!

ruther down Georgiana we stopped at pristine Oxbow Marina on the continuing quest for ice. Oxbow is an ideal spot for Marina-hoppers: clean and new with admirable showers and restrooms, laundromat, ice, fuel, a tiny store, and a barbecue-picnic area ashore. There's enough guest space at 25° a foot for you to bring your whole yacht

That's probably why it seems so different," I explained.

We had heard stories of abnormally high water and unusually swift currents, but in early August we experienced neither. You might as well throw away the tidebook, though, and rely on observation to determine when the tide is ebbing or flooding.

During our second week we passed Herman and Helen's and noticed extensive remodeling and enlargement has occurred, including addition of guest docks. Made a note to check it out next trip.

Mandeville Tip was a delightful anchorage

MARINE



#### INSURANCE

"We insure things that float"

#### **OUR COMBINED FORCES SERVE YOU BETTER**



Call

LORI RIVERA (209) 466-3701 STOCKTON



Call

PAM VICKREY (415) 523-3435 ALAMEDA

### WIZARDS AT MARINE INSURANCE

You wouldn't go to the corner awning shop to buy sails for your boat.

You'd call on an expert sailmaker.

Likewise, when shopping for boat insurance it makes good sense to deal with an outfit that specializes in marine insurance.

Someone like us.

We insure through over a dozen of the top insurance companies in the business. Thus, you get the most complete coverage available at rock-bottom prices.

Why not let our expertise start saving money for you.



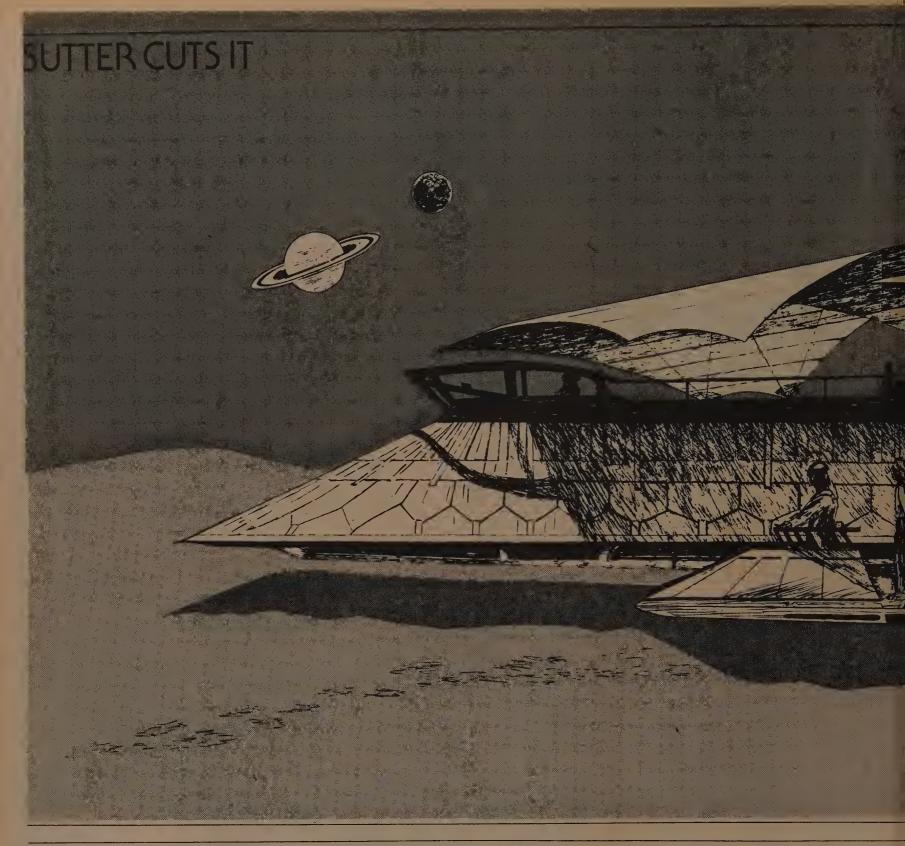


300 N. Harrison St. Stockton, CA 95201 (209) 466-3701



2425 Webb Ave. Alameda, CA 94501 (415) 523-3435

THINK OF US TOO FOR INSURANCE FOR MARINAS, BOAT RENTAL FLEETS, BOAT DEALERS & OTHER BUSINESSES. WE HANDLE U.S.L. & H., LIFE, HEALTH, ACCIDENT AND MOST ANY OTHER KIND OF INSURANCE. TIDY UP YOUR INSURANCE LIFE BY GETTING ALL YOUR EGGS IN ONE BASKET.



I twas 2:00 a.m. and the wind was blowing a good 25 or 30 mph as I stood on the poop deck looking forward. The men on the deck below were working furiously bending and furling the massive brown sails. The vision conjured up was that of a Spanish galleon, running before a squall, but instead of spray stinging our faces, it was sand. Sand in our mouths and sand in our hair. The ocean on the far horizon was not water, but desert sand. There were sand dunes as far as the eye could see on this moonlit night.

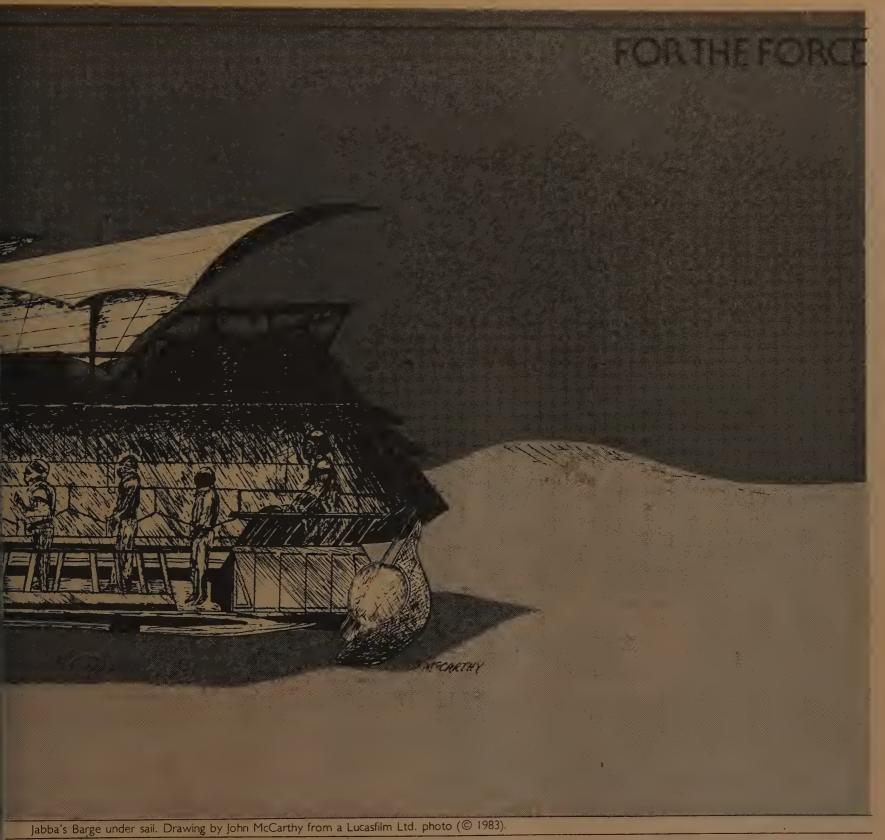
I was suddenly struck by one of those "What am I doing here?" feelings. What was a sailmaker doing here, 20 miles west of Yuma, Arizona, in the middle of a sandstorm, bending sails on a strange looking craft that looked like something right out of Star Wars?

Well, that's exactly what it was, for we were on the deck of Jabba's Barge, 100 feet above the desert floor, on the planet of Tatooine.

It all started back in February of 1982, when I stopped by my friend Bill Kreysler's new shop in San Rafael. Since the demise of Performance Sailcraft (which used to make Laser dinghies and J-24's), Bill had taken over some of their space and was doing custom fiberglass and mold work. He'd just signed a contract to some fiberglass panels for Lucasfilm's next picture, Revenge of the Jedi (later changed to Return of the Jedi). I jokingly asked if they needed any sewing done, and Bill replied that they were building some kind of a barge in the sand dunes near Yuma, and that they might need some sails. I didn't take it too seriously until two weeks

later when I received a call from Commodore Tompkins, asking to meet with me and discuss the Lucasfilm project. Actually there were three of us at that first meeting: me, Commodore and Derrick Baylis. Derrick is a well-known local yachtsman and a consulting engineer. They were both very excited over the proposal for Lucasfilm. Bill was in charge of organizing the construction of the mast spars and sails for Jabba's Barge, which was to be one of the largest and most elaborate sets for the Return of the Jedi. We at Sutter Sails were to do the sails. At this point I was sworn to secrecy, for Lucasfilm didn't want any details about their latest film to get out prematurely.

It was now March 1st and we had only



until March 28th to design the sails and ship them to Yuma, where construction of the giant barge was underway. Luckily, this was our off-time at the sail loft, so we were able to devote our full attention to the project. Six hundred square yards of 6.8 oz. Tanbark sailcloth were ordered from Walter Crump of Aquino Sailcloth. The tanbark color was just what co-producer, Jim Bloom, at Lucasfilm wanted. "The look" was all important to the movie, and it governed most of the decisions made with regards to the set. This meant no wrinkles, no luffing and no fluttering!

Meanwhile, Bill, Derrick and Commodore had flown to Yuma to see the barge. Although it was an immense structure, it was woefully lacking in the strength that would be needed to fly 4,000 square feet of sail in the high desert winds. The last thing that the

filmmakers wanted was for Jabba and his barge to actually go sailing off! More bulkheads were called for, as well as some cross bracing. This was done with hundreds of feet of steel cable.

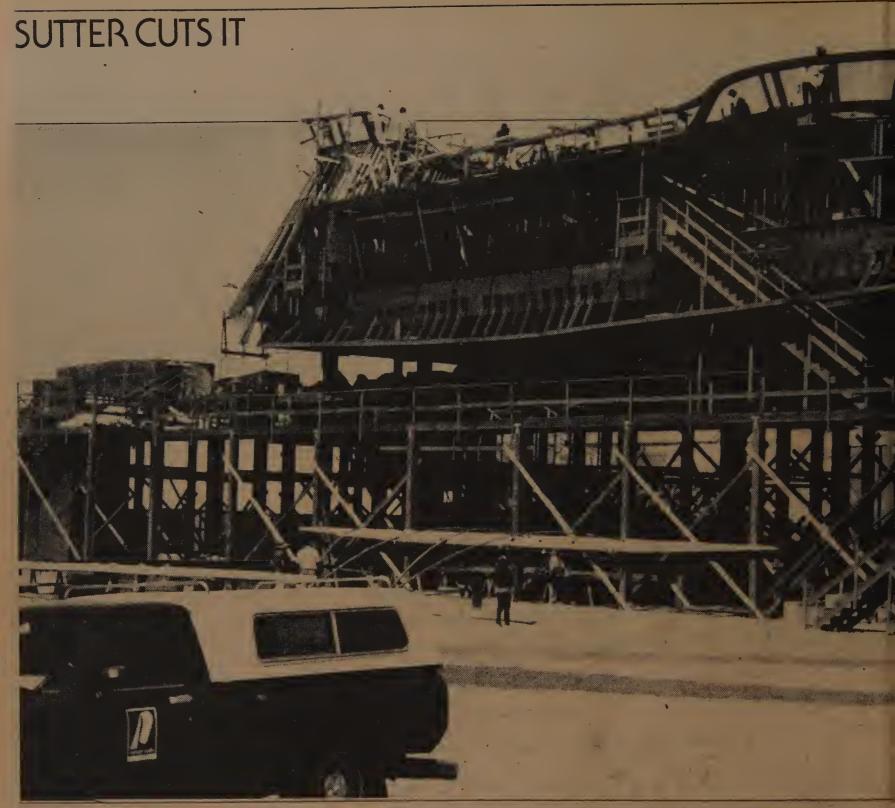
The actual rig was to resemble a "Regallo schooner". The two Regallo sails were overlapped with the mast and kingspar higher than the fore. Each of the four sails had seven full length battens, totalling 250 feet. The longest of these were two-inch square aluminum extrusions. The rest were of 1½" pultruded fiberglass. A unique feature was the inflatable luff/leeches, which were intended to give a rolled edge to the otherwise flat sail.

The kingspars were ordered from Spar-

craft. They had the largest sections available on the West Coast, a 14" oval by 70' long. These were then tapered down at each end to 4". Victor Iron Works of San Rafael did the welding on the square masts. Derrick had devised a system whereby the whole rig would lower when not in use and raise when the sails were out and filming was in progress.

The act of raising and lowering the mast, along with the "Brailing" or furling of the sails would be carried out deep in the bilges. At the base of each mast was located a battery of sheet jammers, winches and blocks, not unlike many 12 meters in the 1970's.

All through March our seamstresses, Terry, Peggy and Sandra, were busy at a yeoman's (yeowoman's?) job of stuffing all that heavy sailcloth through the sewing



machines. The sails were all seamed, and the batten pockets were installed at the loft. However, the final finishing had to wait until the "clew" locations were known. This would be done on location in Yuma.

Peggy Kashuba and I drove down to Yuma late in March with two machines, the sails, various equipment and extra cloth. Louis Friedman, the unit supervisor at Lucasfilm, had set us up with a vacant dance studio to use as a makeshift loft and so, Sutter Sails Southwest was in business!

Seeing the set for the first time was a big thrill. The barge was an incredible piece of work, looking something like a cross between a Spanish galleon and the space shuttle. It was "hovering" beside the pit of Sarlac, a hideous creature that digests human flesh with agonizing slowness. The creature didn't frighten us at all: indeed we found it to be the coolest spot within a 50-mile radius for eating lunch.

Two days after our arrival we had the clew locations and so we began our marathon sessions behind the sewing machines. Bill, Derrick and Commodore were at the site trying to install the spar masts and rigging amidst the carpenters, painters, electricians and the ever-present art directors, who could decide to change everything at a moment's notice.

After a tedious week of sewing, the sails were ready to be bent on. This had to be done at night since utter confusion still reigned on deck during the day.

Bending on the sails was no easy task. The big problem was the installation of the battens, which had to be put in the sails in two pieces, and then tensioned and bolted. All

this had to be done with the wind blowing, and with the rig high enough off the deck to make working very awkward.

The next two days were spent rigging the "A" Bows. These were the devices that actually supported the sails when set. They extended out from the kingspars to the sides of the barge.

Commodore was in his element here, hanging in his bosun's chair from a huge crane, directing the whole operation. With the "A" Bows in place, it was finally time to set the sails. We radioed instructions to the crew in the bilge and the huge sails were sheeted home. The aft two sails were set first. The wind was 12-15 mph. So far so good. The wind was increasing all the time, so the decision was made to go for broke and

## FOR THE FORCE





Left, on location with Lucasfilms. Far above, Howard Macken onboard Jabba's Barge. Above, the sail controls located under the barge.

set them all. The wind was now up to 20-25 mph. An anomometer was rigged up on the aft kingspar. It was read in the bilges and then radioed up on deck. Gusts could easily be seen approaching as large clouds of sand appeared on the horizon from a good mile away.

We all just stood there on deck, listening to the wind howling. We were waiting for something to give way, for the wind was now gusting to 35 mph. But, lo and behold, everything was as stable as a rock. Derrick had done himself proud. My earlier nightmares of the sails coming apart during a critical filming sequence were now fading away, replaced by a growing confidence in the whole structure.

At this point we got some great news. The inflatable luff/leeches were being scraped. The art director, Norm Reynolds, had decid-

ed that the sails looked just fine without them. This came as a tremendous relief, because they were turning out to be a real pain in the ass to install.

It was now just three days before shooting was to begin, and we were finished. It was a great feeling for us Bay area sailors. We had pulled it off in record time and had done a first class job to boot. Bill, Derrick and I returned home with mixed emotions. It was good to be home and get some rest, but it had been an exciting two weeks, and we regretted having to miss the final action of filming for the picture.

Commodore and Peggy stayed on with the Lucasfilm crew. Commodore supervised the furling and unfurling of the sails each day during the filming. Peggy stayed behind in case one of my nightmares came true and emergency repairs had to be made to the sails. Fortunately, there were no problems. She became a part of the bilge crew and was there throughout the filming of the action-packed desert sequences.

It was certainly an experience none of us will ever forget. It was thrilling to be involved in the making of the *Return of the Jedi*, and to see, first hand, how it all came together to produce such a fantastic movie. But most of all, it was working with the Lucasfilm people that made it extra special. Their reputation of dealing with local businesses was affirmed and appreciated. They were a dedicated group who insisted upon doing the job right, with no compromises. We felt proud to have played a small part in their efforts . . .

- howard w. macken

im Wondolleck and Jay Kuncl of Palo Alto YC had only one job in the last race of the 505 North American Championships, held August 8-11 on the Berkeley Circle - to finish first. If the series leader up to that point, Chesapeake Bay's Macey Nelson and crew Duncan Skinner, finished in 8th place or lower, the Bay Area duo would win the title. In the field of 22 highly-talented sailors, with no less than three past North



Duncan Skinner, above, helped power Macey Nelson, right, to the title.

American champs, this would be a satisfying win.

Jim and Jay did their job, powering into the lead on the first leg in the breezy conditions that



Starboard tacking off the Berkeley Circle in a nice breeze.

characterized the five race series. Romping home to take the gun, they could only wait to see how Nelson and Skinner fared.

The East Coast sailors had their work

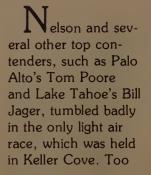


cut out, rounding the first weather mark in 15th place. They had gone right on the opening weather leg, which is what the "book" says to do on the Circle. This time, though, it paid to stay on the left side. "We were counting boats on every leg after that," said Skinner, whose 6'7", 200 pound frame gave Nelson the horsepower he needed in the breeze. They chewed their way up the fleet, nipping

Reaching, beating, or running, 505's scream around the course like angry bumblebee's.

Santa Cruz's Larry Tuttle at the finish to take 6th place and the championship by a slim 1.6 points.

For Wondolleck and Kuncl the loss was not devastating. These two paired up last March after Jay's longtime skipper, Los Altos' Dennis Surtees retired to keelboat racing. They have set their sights on the 505 Worlds in Germany in August of 1984. While they won only one race to Nelson's two victories, they sailed a more consistent series and improved with every heat.







ALL PHOTOS BY LATITUDE 38

# NORTH AMERICANS



time consuming process of general recalls common in highly competitive fleets. Instead of two fixed buoys, the starting line is a gate fixed on one end with a buoy and opened by a "rabbit" (the boat which finished 6th in the previous race) sailing on port tack.



lay Kuncl reaches out to touch someone.

"I love it," commented Tom Poore. "There's no cheating, you get off to a full sailing start, you don't have to look at your watch all the time and you don't have to worry about having been early and getting thrown out after the race is over!"

- lat. 38 - svc



much wind on the Circle and not enough crash boats forced the fleet north to the more protected cove near Standard Oil dock. Shielded by Angel Island and the Marin headlands, the course offered the racers a slightly different fare. Seattle's Bruce Stocker and Dave Sharp found

the conditions to their liking and won the race, while Nelson came in 13th, with Poore 17th and Jager 11th.

Gate starts were used throughout the championships, which eliminates the

Starters must pass between the buoy and the rabbit. When everyone has gone through the gate, the rabbit jibes onto starboard and starts too.

10-8-6-13-10-13.....**76.7** pts

#### 1983 505 NORTH AMERICAN RESULTS >

- Macey Neison/Duncan Skinner Jim Wondolieck/Jay Kunci
- Tom Poore/Stuart Park
- BIII Jager/Robert Park Larry Tuttle/Trevor Baylls
- Jeff Miller/Bruce Heckman
- Doug Bergh/Ailen Norman Sally Lindsay/Stan Honey
- Peter Szasz/Jean Claude Jim Maloney/John Gilmour
- Palo Alto YC Richmond YC Santa Cruz Palo Alto YC Palo Alto YC Palo Alto YC St. Francis YC

Richmond YC

West River SC (MD) 1-3-13-1-3-6.....**23.1** pts RYC/Palo Alto YC 7-4-4-3-2-1......24.7 pts 5-1-17-16-1-2.....35.0 pts 2-5-11-2-8-3.....**35.7** pts 3-6-3-5-6-7......44.8 pts 8-DNS-7-6-4-5.....56.7 pts 6-2-10-11-7-DNF....60.7 pts 14-DNS-5-8-9-10....75.0 pts 12-7-12-7-12-8.....76.0 pts



# **BIG BOAT**

The 1983 St. Francis YC Big Boat Series is almost upon us, and with 46 of the West Coast's top IOR racing boats entered, it promises to feature some high caliber racing. One often wonders if the action on the Bay is as hot as it is onshore, for the Big Boat Series is as much a social event as a sporting one. The rich, the infamous and those with aspirations for both crowd the decks of the St. Francis and the shore on either side to watch millions of dollars worth of hulls, spars and sails parade by. Just to put the event in proper perspective — it has been known to get into Herb Caen's column more than once in a week.

This year's racing will take place from September 11 to 17, with races on Sunday, Monday, Wednesday, Friday and Saturday. The first gun goes off at 1:00 p.m. except for Wednesday when the "businessman's special" starts at 3:00 p.m. The starting line is set east of Alcatraz, with the beats usually coming right by the Marina Green, the St. Francis and Crissy Field. In a flood tide the boats will hug the shore, coming literally within inches of spectators.

Two years ago one of the racers, Irv Loube's *Bravura* came a little too close and hit the rocks at the breakwater of the St.

Francis harbor. An ambulance was needed for owner Loube, who was injured in the crash, but the mass of cars in the parking lot hindered rescue efforts. That incident led to last year's policy of restricted parking in the lot around the clubhouse. If you want to park, you'll have to do it elsewhere. A special lot at Crissy Field will be set aside, with a shuttle bus running between there and the yacht club.

Getting into the club is another matter entirely. Only crews and press will be issued cards for free access, but somehow the place gets stuffed to the gills anyway. If you can't figure out how to jump over the fence on the east side, or how to get someone to pass you out a badge, don't despair. There are good vantage points along the seawall to the east and on the beaches to the west.

As to what to look for on the water, we're printing the list of entries as of press time. There will be five divisions racing — the St. Francis Perpetual, the City of San Francisco Perpetual, the Atlantic Perpetual, the Keefe-Kilborn Perpetual and the Richard Rheem Perpetual. We don't have the rating breaks to tell you who exactly will be racing against

whom, but we can guess pretty well based on past Big Boat Series.

Although the ultralight maxis which were scheduled to appear, such as TransPac winners Charley, Merlin, Saga and Ragtime won't make the series, there will be a group of Santa Cruz 50's competing. These smaller versions of Bill Lee's famous Merlin include Roy Disney's Samurai and Larry and Joe Burgin's Oaxaca, Class A winner in the TransPac.

The 'big' boats in the series will be in the 40.0 rated foot range, including Dave Fenix's Bull Frog, Clay Bernard's Great Fun and John Aren's Tomahawk from Southern California. The first two have each won their division once, and Tomahawk beat Bull Frog in this June's Long Beach Race Week. Joining this group is the brand new Soverel 55 Shadow, steered by Dick Deaver, and Sy Kleinman's venerable Swiftsure, skippered by dinghy ace Dennis Surtees.

Last year's Atlantic winner Bravura, fresh from her TransPac victory, will probably tangle with Brad Herman's Secret Love and Monroe Wingate's Scarlett O'Hara again, with newcomer Camouflage joining the fray. The latter is owned by Vicki Lawrence and Al Schultz from Los Angeles and will be skip-



#### **BIG BOAT SERIES ENTRIES**

SAIL# E	BOAT	TYPE	RATING	OWNER/SKIPPER	
	Elusive "	Santa Cruz 50	58.6	Reuben Vollmer	CLUB
	Earl of Mar	Santa Cruz 50	58.6		KHYC
	Oaxaca	Santa Cruz 50	57.2	Kirke Erskine/Harvey Kilpatrick	MPYC
	Samurai	Santa Cruz 50	57.2	Burgin Brothers	SCYC
	Swiftsure	Frers 58	48.4	Roy E. Disney	LAYC
	Shadow	Soverel 55	47.0	Sy Kielnman/Dennis Surtees	StFYC
	Buli Frog	Peterson 55	44.5	Richard Rogers/Dick Deaver	LAYC
	Great Fun	Davidson 50	44.5	Dave Fenix/Livingston	StFYC
	Tomahawk	Frers 51	40.5	Clay Bernard/Tim Stearns	StFYC
	Ghost	Peterson 46	36.9	John E. Arens/Roy Cundiff	BYC
	Aieta	Peterson 46	36.8	Dean Stiles	StFYC
	High Roler	Peterson 46	36.0	Warren Hancock	NHYC
	Pendragon	Davidson 45	35.4	Richard Fantozzi	SDYC
	Bravura	Frers 46	35.3	John C. MacLaurin	Cal YC
	Secret Love	Peterson 45	34.9	The Location Country Location	RYC
	Camouflage	Frers 45	34.5	Bradley Herman/Lowell North	Del Rey
	immonette	Frers 46	34.5	Al Schultz/Ed Lorence	Cal YC
	Confrontation	Davidson 50	34.2	Dick Cottreli	StFYC
	lilusion	Choate 44	34.2	David G. Fladlien	SFYC
	High Roler	Holland 43	33.6	Ed McDoweli	KHYC
	Scariett O'Hara	Serendipity 43	33.0	William F. Power	NHYC
	Wolfpack	Serendipity 43		Monroe Wingate/Chris Corlett	StFYC
	Glory	Peterson 42	32.8 32.8	Leland Wolf	Coyote
	Wings	Serendipity 43		John Buchan	'Seattle
	Geronimo	Choate/Peterson 42	32.7 32.6	Roger Hail/Bill George	StFYC
	Monique	Farr 43	32.5	Richard Compton	SBYC
	Bones Vii	Rodgers 43	32.5	Chris G. Gasparlch	StFYC
	Chimo	Nelson/Marek 41	32.3	Bill Chapman Chuck Winton	SFYC
	Brooke Ann	Nelson/Marek 41	32.3		SFYC
	Clockwork	Nelson/Marek 41	32.2	Larry B. Harvey	CBYC
	<sup>e</sup> ree Enterprise	Serendipity 41	32.1	Lee Otterson/Ray Pingree	SFYC
	nsatiabie	Nelson/Marek 41	32.1	Richard Ettinger	NHYC
	rrational	Peterson 41	32.1	Thomas K. Armstrong	CAL YC
	Zingara	Soverel 40	32.0	West Coast Syndicate	Corinthian
	Quintessence	Peterson 41	32.0	Zingara Racing Ltd./NevIlle H. Price	StFYC
	Salute	Peterson 41	31.9	Don Hughes/Dave Uilman	SBYC
	Leading Lady	Peterson 40	31.8	Basil Twist Jr. Bob Kieln & Stan Reisch	StFYC
	Ninsome Goid	Dubois 42	31.5	Lambert Thom	RYC
	Damn Near	Kaufman 42			StFYC
	Mirage	Harlander 40	31.1	Bert Damner	SFYC
	anaye Cadenza	Peterson 40	30.8 30.7	Les Harlander	StFYC
	Sauenza Flasher			Carl Eichenlaub	SDYC
	-jasner High Risk	Frers 40	30.6	Laurie Timpson/Ciff Stagg	RYC
	aigii nisk Shenandoah	Frers 40 Holland 40	30.6	Jim Mizell/Jim Coggan	StFYC
	Sait Shaker		30.2	W.L. Paimer Jr./Peter isier	NHYC
		Peterson 39	30.2	Lee F. Tompkins	Oakland
	ois Lane	Wylie 40	30.0	William Erkelens	StFYC
	Naii Street Duck	Schumacher 38	30.0	Jim Robinson Peter Tong	StFYC
11031 IV	Momentum	Frers 38	30.0	reter rong	So. Shore

pered by Ed Lorence. Returning after a year's absence is Bill Power's *High Roller*, a runaway winner in 1981.

Roger Hall's Wings will be looking for the Bay's grand slam, having won the Challenge Cup, Stone Cup and Big Lipton already this year. Out of towners Glory from Seattle and Geronimo from Santa Barbara might give her some competition.

A little farther down the rating line we find Chuck Winton's *Chimo*, which is beginning to do well, as well as last year's Keefe-Kilborn victor *Clockwork*. Past Big Boat Series winner Dave Ullman will be steering

Quintessence, also from Santa Barbara. Bill Twist's dangerous Salute may also be in this group with a juicy low rating and a boatload of talent.

This year's all female crew, headed by skipper Sherry Wilson and driver Jocelyn Nash, will be aboard the fractional rigged *Irrational*. Drawing from veteran's of last year's *Sweet Okole* program, these women are practicing four days a week in preparation, coached by Don Kohlman and Sherry's husband Cliff. Sherry is eager to point out they're not out to beat the men — they just want to race against the best and improve their skills.

The small boats feature Bill Power's Ad-

miral Cupper Shenandoah, Les Harlander's Mirage, the constantly improving Saltshaker and Danforth winner Wall Street Duck.

So for top notch action in mid-September, the St. Francis — or its immediate environs — is the place to be. If you're lucky enough to be sailing, you'll see all the action up close. For those onshore there's action of many different kinds. Don't forget to bring a sweater or a jacket — the late afternoon chill can get pretty mean when the fog rolls in. That's when you'll want a drink or a warm body, or both, to share your viewing pleasure. Enjoy.

### LATITUDE 38 INTERVIEW

# MARGIT HIND

#### OF THE BAY CONSERVATION & DEVELOPMENT COMMISSION (BCDC)

We spoke with Margit Hind at the BCDC's offices on Van Ness Avenue in San Francisco on Friday, August 19. This was the day after the second public hearing on the BCDC's controversial Staff Report on Houseboats and Live-Aboards.

Margit Hind was the individual who did the research for the Staff Report; the actual working was approved by - and in many cases came from - Alan Pendelton, who is soon to become director of the BCDC. Margit has a BA in Geography, a Masters in Environmental Planning from Berkeley, and has worked with the BCDC for five years.

Like the first public hearing on the Staff Report, the three-hour Sausalito BCDC meeting drew an unusually large crowd, about 300 people. Almost all of them came to make or hear comments on the Staff Report. Prominent among them were several charter busloads of BAB (Bay Area Boaters) members, mostly from the South Bay. Many others were from Sausalito, where waterfront disputes have been going on forever, and show no signs of abating.

Of the 50 or so people who were allowed to speak for two minutes each, only two spoke in favor of the report and its findings. One was a member of the Audubon Society, another a representative of the Regional Water Quality Control Board

The vast majority — one presented a petition signed by 650 people — spoke against almost every aspect of the Report. Various people cited it as lacking in facts, containing fraudulent facts, drawing false conclusions, being unnecessary, and the entire Report being out of the BCDC's jurisdiction. These were but some of the objections.

In general, however, everyone seemed to be in agreement that what's wanted is a clean, healthy Bay. The disagreement — and it is bitter — is over whether or not houseboats and live-aboards and anchor-outs cause significant pollution or not, and if any of them do, how to curtail it. There is also an important question of whether or not people should be allowed to live on boats.

The BCDC Commission ended the meeting by requesting the crowd to choose a group of five people to work with the staff as a "fact-finding" group. They also agreed to an extension in the time allowed for comment and revisions on the Staff Report.

During the same meeting the BCDC Commissioners unanimously approved a 62 single-family sites on Strawberry Spit, just a few hundred yards from where most of the houseboats and live-aboards in the Bay are located. A proposal to limit the project to 60 homes and use two of the sites for greater public access was turned down.

Our interview with Margit Hind began as informative and became mildly argumentative as we explored a few of the issues in greater detail. It was always cordial.

**38:** A lot of people are confused about BCDC (Bay Conservation and Development Commission). What is it, when was it formed, and why?

Margit: BCDC is a state planning agency that was formed in 1965 as a study commission. It was made permanent in 1969, created by the state legislature. Mostly it was in response to public concern that there was excessive filling of San Francisco Bay.

**38:** We vaguely remember that there was some kind of talk — perhaps not serious — about building parking facilities on the Bay.

**Margit:** Right. The BCDC's phrase was "Save the Bay". They also had a little campaign and sent little packages of dirt to all the legislators [Laughter].

Anyway, because much of the Bay is very shallow, it's really vulnerable to filling for residential, commercial, and all types of development. The developments you see at Foster City, Redwood Shores, and so forth, are old Bay water areas that were diked, filled and used for other purposes.

In all, about one-third of the original Bay has been diked or filled. We're left with about two-thirds, and BCDC is charged with protecting the surface area — and increasing it when possible — by limiting fill to certain uses that are specified by the McAteer-Petris Act.

38: Is the McAteer-Petris Act the legislation that formed BCDC?

Margit: Yes, and rules it now. It specifies our jurisdiction, the representatives of the commission, and the authority of the commis-



sion.

38: What then is BCDC's jurisdiction?

**Margit:** There is two types of jurisdiction. One is called the Bay jurisdiction, and that's the surface waters of the Bay to the line of highest tidal action of wetlands and marshes. That's the area we have

# . . . the word ''liveaboard'' does not appear in the San Francisco Bay plan.

jurisdiction over fill. Fill is defined as anything placed in, on, or over the Bay, including floating structures or things that hang out over the Bay — if you have a deck striking out over the Bay, that's fill under the McAteer-Petris Act.

Then we also have a shoreline band jurisdiction, which is 100 feet wide. This starts at the line of highest tidal action and then goes 100 feet inland. In that area the commission is charged with trying to insure public access. So when people come in with a project we try and get them to provide "maximum feasible public access" as part of their project. We want them to provide pathways, landscaping, benches—it depends on the type of the project, the location, and those kinds of things.

[Editor's note: Margit earlier confirmed that Docktown and Peninsula Marina's are not in the BCDC's jurisdiction. The Smith Slough side of Pete's Harbor is, the inner harbor at Pete's is not].

**38:** In general BCDC is charged with insuring that the general public gets to share it all?

**Margit:** Right. Because the Bay belongs to the people of the state of California, we want them to be able to get to their property, to their Bay.

**38:** Did somebody request the Staff Report on Houseboats and Live-Aboards you've recently completed? How did that come to be?

**Margit:** The Commission has or adopts a planning program for the staff to carrying out, and this project was included in the planning program by the Commission a couple of years ago.

**38:** Excuse me for interrupting, but how large is the Commission? **Margit:** The Commission is 27 commissioners, and each has an alternate. They represent federal agencies, state agencies, counties, cities, and citizens as well.

38: And how many people work directly for BCDC?

Margit: The staff right now is 23 people.

**38:** Are you all located here on Van Ness Avenue in San Francisco?

Margit: Yes.

**38:** Now that we're clear on that, let's go back to where we were. How this Staff Report came about?

**Margit:** Allright we have different parts of the office here. We have the permit staff, which processes the permits. We have the enforcement staff, which tries to make sure that conditions are carried out. There is also an administrative staff, and a planning staff.

The responsibility of the planning staff is to carry on more broad-based, long-term studies that have impact . . . longer term issues. Usually it's in conjunction with the possible amendment to the San Francisco Bay Plan.

38: Explain the San Francisco Bay Plan a little, if you will?

**Margit:** The San Francisco Bay Plan is a booklet that has policy findings and policies on a variety of issues. These are the guidelines the Commission uses when it reviews specific permit applications.

38: Who developed the Bay Plan?

Margit: The Bay Plan was based on a large number of background reports that were prepared by the early Commission staff. Between the years 1965 and 1969 the Commission studied issues of the Bay and prepared these reports. Then in 1969 when the agency became permanent, they adopted a series of findings and policies which became the San Francisco Bay Plan, the document which the Commission uses to evaluate specific projects.

So the Bay Plan is a BCDC document entirely, prepared by the staff. Its findings and policies were adopted by the Commission after a public planning process had been carried out.

**38:** So the Bay Plan is the BCDC's bible or gospel, so to speak? **Margit:** It's more like any general plan that any city or county might adopt. It's a general policy document that any planning commission in a city or county, or board of supervisors might use in making decisions on specific projects.

38: Does this Bay Plan ever change? Is it altered over time?

**Margit:** Yes. We have — well, the language is, "from time to time" the staff should review specific issues and change the Bay Plan to amend new information or changes that have taken place.

The issue of liveaboards is not specifically addressed. In fact the word "liveaboard" does not appear in the San Francisco Bay Plan. There is one policy which discusses houseboats, and that's the original policy of the 1969 plan.

The Commission had raised some questions, and there have been some questions raised about marinas generally, and about liveaboards, because there was a permit application from the City of Berkeley for liveaboards. The issue was also raised of the continuing problem both with enforcement and sort of non-solution of the houseboat issues we've seen in Richardson Bay.

So the Commission requested the staff to study these issues, to bring them up to date, to recommend changes in the Bay Plan if they felt that was necessary. So we do look at a lot of things.

This recent Staff Report first started out to be a look at marinas in general, and we were waiting for some legal material from the Attorney General's office — a lot of the report discusses the 'Public Trust'. While we were waiting for those legal opinions, we split the report into two parts. One about recreational marinas, and one about houseboats and liveaboards.

Last year we worked on recreational boating facilities, and had a report about that, and recommended a Bay Plan amendment. That was adopted.

**38:** We never heard a thing about it. What did the report say? What was adopted?

Margit: The report said that there was continuing need for more marinas, but that we felt there were adequate sites so that we didn't have to allow large areas of solid fill for support facilities for recreational marinas, as our old policy had said.

Basically we said there should be more marinas, although we didn't set a number. We also didn't want to reserve any specific sites. What I found was that we really need boat launch ramp facilities for small boaters. We found there was a real lack of them.

38: Is this for the main part of the Bay or what?

**Margit:** Our jurisdiction starts a little west of the Golden Gate and goes all the way around to Pittsburg in Contra Costa and Collinsville in Solano County. So we look Bay-wide.

38: Okay, so that was last year's project.

Margit: Yes, that and the liveaboard report were originally conceived as one report — boy, it would have been big! So last year we

proceeded with the recreational boating aspect of it and this year we proceeded with the residential aspect of it — which includes house-boats and liveaboards.

**38:** We read the Staff Report on Houseboats and Live-Aboards a couple of times, and found it awfully confusing. Can you tell us in your own words what you found in regards to houseboats and liveaboards, and what recommendations you made? In normal language?

**Margit:** Allright. The Report basically tries to address residential uses of the Bay waters. One of the big issues is — well there has been new information on the issues of Public Trust, which is the doctrine that governs use of the Bay waters.

The Public Trust says that the waters of the Bay — and other state waters — belong to the people of the state, to everyone. And that the waters should really be reserved for the uses which are traditionally found on water, uses which have to be carried out on water. Traditionally these have been commerce, fishing, and navigation. In recent years it's been expanded to include various forms of recreation, wildlife habitat, open space — these are the main Public Trust uses.

Now nowhere do any court cases or laws provide that residential use is a Public Trust use, so we have a conflict with liveaboards and houseboats right off the bat. The state policy says that residential use is not consistent with the Public Trust.

Well, we thought, there's a problem because we already have people living on the water, and what are we going to do? Are there ways in which we can let people live on the water . . .

**38:** Let's stop for a moment. Is your interpretation of the Public Trust such a rock solid thing? I bring this up because just last month the officials in Oceanside, California, considered the question of allowing liveaboards, and they decided that allowing ten percent of the berths in their harbor to be used by liveaboards was in compliance with the Public Trust.

Margit: You're getting close to what we've been looking at here. Basically residential use is not consistent with the Public Trust, however we're trying to figure out if there's a way we can accommodate some of the people that are living on the water.

What we've found is they say that if the project is part of an overall trust use — which a recreational marina would be — you can have a limited number or some small percentage living aboard.

38: 100 percent? [Laughter].

**Margit:** Well legally the legal document didn't give a specific legal percent. You usually use the rule of "reasonableness" — kind of a legal interpretation. So some limited number of liveaboards would be allright.

Now one of the justifications for liveaboards you can use is that they provide security. So according to what you've told me the City of Oceanside has gone ahead and said ten percent — a limited number — is consistent with the Public Trust. Now that sounds like a reasonable . . . that fits in . . . it's similar to what BCDC is doing.

**38:** Although BCDC did not give any such figure for the number or percent of liveaboards they might allow?

Margit: Yes. We didn't have a figure.

38: Take the concept of Public Trust; the idea is to protect coastal and Bay access, to make sure that all Californians can enjoy these resources. Now in the case of houseboats, which require specific marinas and serve only the function of residential use, perhaps they would seem somewhat in violation of the current definition of Public Trust, because they take away or somewhat obstruct the public's use of it

But in the case of living aboard a sailboat or a powerboat, it's a little bit different. The living aboard is incidental. The fact that we live or don't live on our boat would have no affect on the public's access to the Bay, to commerce, or navigation.

We lived on our sailboat for four years in Sausalito. It made no difference or impact whatsoever to the Public Trust that we could detect, because there was no difference to anyone when we lived on it from when we moved off later on. In both cases our boat occupied

The state policy says that residential use is not consistent with the public trust.

a berth

So we're confused why . . . how does someone who sleeps on a recreational boat violate the Public Trust as opposed to someone who doesn't sleep on their boat?

Margit: The only thing I can refer you to is when we asked the Attorney General to look at and consider the legal aspects of living on a boat. I can't argue with you philosophically, or reasonably, or logically, you know. All I can tell you is that the Attorney General says once you live on a boat it's residential use. It does not matter that it was once a boat, is now still a boat, and will always be a boat. They say — our legal interpretation — is that if you're living on a boat, then it's residential use, no matter what form it takes.

**38:** It's kind of interesting that when they built Pier 39, one of the foundations of the entire commercial concept was to have a very active marina around it — for the enjoyment of the non-boaters. People like to see marine activity, lots of it. In fact it seems to us more consistent to the Public Trust — because the general public seems to enjoy it more — to have very active, lively marinas.

Even boats anchored out. People love to paint marine scenes. They like to watch boats . . .

**Margit:** A lot of times' what one starts to worry about is how far do you go, where do you draw the line. You say, okay, it doesn't matter if I live on my boat, but what if everyone wanted to live on their boat? And what if the boats stopped looking very much like recreational boats, and started looking more like houseboats. Where do you draw the line? And when does living on a boat start being residential and stop being incidental to being a sailor? When does it start becoming a floating subdivision?

Legally these are very hard questions and places to draw lines.

**38:** We can appreciate that problem 100 percent, because we don't think anyone would like to have a marina where everybody lived aboard their boats.

Margit: That's what I understand, current residents of boats say they want it quiet and not look at people living on their boats. It would defeat the very purpose of why many of them live there.

In the past there have been proposals for large residential developments on the water. But when the BCDC looks at its legal responsibility to protect the water, they are not looking at one individual living on one boat. But what do you do if we said, 'We don't care if you live on your boat'. What would that impact be?

I could see where you'd have large areas of the South Bay where it's shallow and calm — well where you'd be opening the gate to a very different kind of use of the Bay. Uses which could become preclusive to the real basic uses, which are commerce, navigation, etc.

You also have people complaining in Richardson Bay that it's dif-

ficult to navigate in some parts because of some of the anchor outs.

38: Well, Richardson Bay is where we come out of, and it's really not bad.

Margit: Well, some people do complain.

38: Appreciating all you say, doesn't it really seem that you're ad-

# We don't have the exact numbers, people aren't going to tell us.

dressing a non-problem? Right now frankly nobody cares what the BCDC thinks about liveaboards. To our knowledge everybody who wants to live on their boat simples does.

**38:** Some are regulated by the marinas. Some have limits. Some charge extra money, things like that.

**38:** Nonetheless many sneak aboard. The point is that the BCDC has no effect whatsoever at this time, and from your figures and that of the Staff Report, about five to fifteen percent of Bay Area boaters live on their boats.

**Margit:** We don't have the exact numbers, people aren't going to tell us. Or they aren't telling us.

**38:** But even at the numbers you give, what is the problem? Why not leave things as they are?

**Margit:** I don't think any of the boaters knew how many liveaboards there were. I knew we didn't, when we thought about the number used residentially.

38: Well do you know now?

Margit: I think I know more than I did two years ago. I think there are a lot more, and I think we may see a lot more in the future because of economics and the rental housing situation. We're seeing more pressures for people to have to make economic choices. People that are involved on boats are making choices on their living space. They're saying I can afford a house or a boat — and they love their boat so much they can't give up their boat.

And there's, well I think — because we don't have figures — this is just my reaction from talking to people and what I've seen — that it has increased in the last five to ten years.

Even in cases where people lose a job, or change jobs, or their relationship with someone changes, they just go down and hang out at their boat for awhile. It's private and comfortable.

**38:** Very basically what have you recommended in the Staff Report?

**Margit:** The recommendation for an amendment tries to include the Public Trust limitation.

38: You're amending what, the Bay Plan?

Margit: Yes. The staff is recommending a policy be adopted into the Bay Plan which addresses houseboats and liveaboards, that would include the Public Trust limitations, and specify what kind of conditions people might expect if a marina came in for a permit to have houseboats or liveaboards.

We want people to know what they can expect the staff to say to them. What will the Commission require in a permit condition? It's been too vague and general in the past. There is need for guidance.

**38:** What are the Public Trust limitations? Has that been decided here in the report? We talked about the people in Oceanside

deciding on ten percent. Is that conceivable that the BCDC would say ten percent of the marina space is acceptable or consistent with the concept of Public Trust?

Margit: We haven't done any analysis on specific figures, and I don't really want — well, can't make a comment on the specific figures.

The Public Trust interpretation may lead to a certain percentage being allright or not inconsistent. But I think you also have to look at specific sites, and see by the layout, by the design, by the shoreline facilities, if you have adequate provision for how many boats or how many people you can provide for.

I think any area that hardly has any parking and wants to have a bunch of liveaboards is going to cause a lot of problems for the people. Or if they don't have any shoreline facilities; how can they have liveaboards if they don't have any showers or restrooms, or don't have any space to put them in? I mean I think then you'd be really unfair to liveaboards.

In other words, we want to look at a site by site analysis of the marina itself.

**38:** You talk about things being too vague and general in the past, shouldn't the Staff Report be a whole lot more clear, more specific? It's hard for people to have much confidence in the BCDC when there's this much hedging.

Margit: Well you talk about Oceanside, and Oceanside is a local government. BCDC is Bay-wide, so we try and be more general. Ten percent may be right for Oceanside, and they may have set out really specific criteria and guidelines for what they want to see in their marina. But BCDC has said — well basically the actual planning issues we try and leave to local government. They have more information about the local situation, they have more information about the needs and requirements.

**38:** So supposedly under the Staff Report's recommendation to amend the Bay Plan, South San Francisco perhaps can say, 'Because of our minimal facilities we have decided to allow no liveaboards'. And that would be consistent with BCDC?

Margit: Yes.

**38:** And perhaps Sausalito says, 'We have wonderful facilities for liveaboards, we'll allow 60 percent of the people to liveaboard'. Is that okay with BCDC, too?

**Margit:** Sixty percent wouldn't be consistent because I think it would be hard to interpret that as . . .

38: Well what are you interpreting?

**Margit:** . . . "a small part of a large project". That's what we wrote in the Report. I think it would be very hard to interpret 60 percent as being a small part of a large project.

38: Okay. How about 30 percent?

**Margit:** No comment. I mean we're not evaluating specific sites, and as a non-attorney I find it hard to get into the actual negotiation — a specific number.

And I do feel that if we put in a specific number then people will think that's the 'right' number. Rather than a maximum or a general idea. If you say 15 percent, then everyone will say, 'Okay, I want my 15 percent liveaboards'. I think it's more negotiation and evaluation, and I think you have to reasonably interpret "a small part of a large project".

**38:** So you're saying that the recommendation is that a small number of liveaboards in a large project could liveaboard in compliance with the Public Trust?

Margit: Yes.

**38:** Now what was the second half — remember where we started on this?

Margit: Well we've been talking the Public Trust issue. And I do

have to say that many people don't believe it, they don't think it applies, or they don't think BCDC can carry it out. But I think our legal backing is very strong, and I do think we have the responsibility and the authority to carry out Public Trust responsibilities.

There has been some contention about the legal areas, but I want to say that our staff feels very confident about that. And we've had very strong support from the Attorney General's Office on this.

Second of all, if we allow a certain percentage of liveaboards, we have to ask are we going to have any conditions with the specific projects. We felt when we looked at the environmental impacts with a recreational marina with just recreational boats, and a same marina with people living aboard, what are you going to be concerned about that's different? Now besides the adequate shoreline facilities, the support facilities which we think should include possible restrooms and showers, extra locker space, and parking. There should be adequate provisions for people living in the facility. And most marinas aren't designed for people to be living there. There aren't laundry facilities, that kind of thing.

I think one of the big differences you're going to find in a marina with just recreational boats and one with people using the same boats as residences is in sewage and drain water. How do you dispose of it? How do you control it? How do you make sure you don't have release of it.

Margit: I've heard in Southern California you go around some of the marinas and hold your nose.

**38:** That's ridiculous! We happen to be very familiar with almost every single marina from Coronado to Santa Barbara. We've never been inclined to hold our nose.

**Margit:** I have a friend who came back from a trip to Southern California who said it was awful.

38: Which marina was it?

**Margit:** I don't know exactly. But someone has told me there is a problem with sewage release in Southern California.

38: Margit, we'd love to take you down for a tour of marinas in Southern California and have you try and find one where you want to hold your nose. The interesting thing is that many of them have a lot of liveaboards, very little water flow through, and yet the water is quite clear. You can see down a good number of feet.

Margit: Clear as a bell?

**38:** Not clear as a bell, but really pretty clean. Clearer than in Sausalito. One such pretty much enclosed harbor is Alamitos Bay; the water again isn't crystal clear, but you can see down quite a few feet.

Margit: Are there liveaboards there?

**38:** There certainly are. In addition because of the weather and lifestyle, all boatowners spend much more of their time on their boats — even at the docks — in Southern California.

Margit: What do they do with their sewage and grey water?

**38:** Well clearly nobody pumps sewage into the harbor, they have holding tanks.

Margit: Well I think that's the same situation we have here. And we want to make sure that people don't pump raw sewage in the Bay. And I believe individuals who say they don't release sewage into the water. I have no reason to doubt them.

38: It only makes common sense that people don't want to swim where they poop, or relax on their boats with feces floating by.

Margit: But I think there are other individuals, who are not as responsible, who release grey water, and some release partially treated sewage, and some people release raw sewage. And I think those people are probably making an unpleasant situation for others, and I think it's important there be some kind of region-wide addressing of those issues.

What we would like to see — and I think we're supported very strongly by the Regional Water Quality Control Board — is first, well I'd like to see . . . well the best solution is hook-ups provided for liveaboards that hook-up to a shoreline sewer system. The second best would be to have holding tanks and to have adequate pump-out

... most marinas aren't designed for people to be living there.

stations.

**38:** Here's an idea. Rather than spending all kinds of money retrofitting boats and setting up new and expensive sewer systems and doing all these sewer system hook-ups that may well not be necessary, why not have an education program? Spend just a little bit of money advising people what happens when they dump sewage in the water and how not doing that is in their best interests.

We think that the people who live on boats are very sensitive to environmental issues. If you poop on your boat, it just floats right next to you for awhile. People don't particularly enjoy that, so most wander up to the restroom and take care of business there.

By the same token people don't want to see canteloupes, and corn, and cabbage floating around them. We don't think you appreciate how sensitive liveaboard people are to those issues. Why be so eager to spend so much money when it might not be necessary. Why not try self-policing, working with the people?

Again look at what happens in the many enclosed harbors of Southern California. You don't see shit floating by, you don't see garbage floating around. The boatowners care a great deal about their environment, particularly those who liveaboard.

Margit: But you said they have hook-ups.

**38:** No. We don't know of a single place in Southern California where they have direct sewage hook-ups to boats.

**Margit:** Well the third alternative is to have outflow seals and shoreline facilities for people to use. Fittings for grey water and toilets and so forth.

**38:** Margit, let's talk about grey water. Perhaps we're wrong, but we don't know of any place now that prohibits grey water. Where is it a problem? Again I bring up Southern California where boat use is much heavier, and where the waters are generally more stagnant. I've yet to ever see any restrictions on grey water. So what is the source of your concern?

Margit: Well the Regional Water Quality Control Board is concerned about grey water. They feel from the analysis of grey water that it contains many harmful pollutants. They feel it should not be released in the Bay. Period. At all! Zero!

I think you find most people are very concerned and responsible about sewage and releasing it in the Bay, but I think you'll find liveaboards release grey water. And we are going on the recommendation of the Regional Water Quality Control Board — which is an expert in the area of water quality and water pollution prevention. They feel grey water should not be released.

38: What is grey water?

Margit: Grey water is water you use to wash your body, your dishes, your vegetables. Anything that's used water but not sewage.

**38:** It seems to us that the amount of grey water liveaboards would use as compared to 'weekend boaters', bathers in the Bay, and commercial vessels is insignificant.

We lived aboard for four years and knew many people who lived aboard their boats — perhaps 15 in our area. Most all of us worked

We don't have any accurate information.

all day, most of us ate one meal a day on the boat. Nobody took showers on their boats. We think the grey water amounts you're talking about are so small to be insignificant.

Margit: Well I think you have to remember there is all gradients of who does what. A lot of the complaints we have gotten are, "You are talking about someone different than me, you don't have my situation described here".

I think what you have to realize is that there is every situation of every gradient of responsibility and level of use as you can think of. This report pretty much talks about houseboats and liveaboards; they are pretty well grouped together.

I'm saying a lot of them have very different facilities. For example you might have one person who lives in a boat that has a water tank. So they don't have free access to water; they use shoreline facilities with a shower and toilet, and they are very busy and never cook at home. Okay, so they probably produce zero — no sewage, no drainwater.

Then all the way on the other end you have someone who has a continuous water hook-up, may have a washing machine, a shower, a bath-tub.

38: Sure, but how many of them are at that end of the spectrum?

Margit: We don't have specific facts on that.

38: Shall we tell you?

Margit: You have facts?

38: We have facts from the marina we lived in.

Margit: Where was that?

**38:** Clipper Yacht Harbor in Sausalito. We lived there for four years — although nobody would have known.

Margit: We haven't had anybody from Clipper give us any specific information about how much water people use, how many liveaboards there are, because there aren't any authorized liveaboards there. The city of Sausalito doesn't allow liveaboards.

38: [Laughter].

**Margit:** People are very reluctant to come forward and give the facts. And if we do have one marina's facts, then what about the other marinas?

**38:** Well really, how much do you know about any of this? Do you sail much?

Margit: I've sailed some, but I don't own a boat or sail a lot.

**38:** But how much do you really know about the entire liveaboard situation?

**Margit:** Well the Staff Report is based on the information we have available. And part of why I think the staff would be glad to postpone the comment period is because the Bay Area Boater (B.A.B.) people say they want to collect information to give to us. I feel any additional

information we can get from liveaboards or other people living on boats would be good. We would be glad to take that information. We would like to incorporate that in the Report to make it more correct.

**38:** You met with 'the B.A.B. people, and they transcribed a recording of the meeting. They have you saying, ". . . these liveaboard boats, basically as far as the BCDC, we don't know anything about them. We don't have any accurate information . . ."

**Margit:** Well we don't . . . there's no poll . . . there is no accur—there's no. Okay, there are no authorized boats! The harbormasters don't want to discuss it!

**38:** We understand your problem completely. But what you're saying, you're admitting you don't have any accurate information. And yet you've created this Staff Report to recommend policy for the Bay Plan. How can you recommend policy when you don't have any accurate information to base it on?

It's like you're working some big equation, and you came up with an answer even though some of the numbers are missing. So your recommendations are based on sheer guessing, right? To make policy without any facts is . . . is . . .

**Margit:** Well do you agree that it's important to not have sewage and grey water going into the Bay? From any source?

38: We think sewage going into the Bay is very bad.

**Margit:** Do you agree that people living in houses should be hooked up to a sewage system?

38: Yes.

**Margit:** Do you agree that people who live on boats should be hooked up to a sewage system? Or tied into some sewage treatment system? Or use some shoreline facility?

38: We agree raw sewage shouldn't go into the Bay.

**Margit:** I feel people might feel insulted because there's not enough specific information about houseboats and liveaboards, but I think the policies reflect common sense and responsibility of communities. I think boaters are responsible people in their communities, but I think there are situations where there aren't existing controls or regulations.

38: You think that, but you don't know, do you?

**Margit:** Yes I do. I know there are some people who release sewage into the Bay. There are houseboats in Sausalito that have been cited several times.

38: Let's leave houseboats as a separate issue.

Margit: Well under BCDC's jurisdiction, they are very similar.

**38:** We understand BCDC might see them as legally the same, but for practical purposes and in reality they are very different. We just don't think you can find evidence for what you claim is there in your report.

Margit, reading this Staff Report was really scary. It was chilling. Reading the Report you get the feeling the BCDC has a compartment for this, for that — everything is zoned. You can zone behavior in by zoning out activities you don't like.

The thing that particularly struck us was when you were going over the various jurisdictions. The Report pretty much sounded frantic over anchor-outs because they didn't fall under any jurisdiction. It read like you were saying, "We've got to get them!" We sat up one night reading the report thinking, 'God, what are these people doing?"

Are you familiar, for example, with the fact that a lot of very responsible people now take a year or so off work to go cruising in their boats? Up and down the coast, or to Hawaii, or the South Pacific. Well the various commissions and governmental bodies in California have just about totally eliminated the possibility of doing that, without having to check into a marina each night — which pretty much destroys the adventurous intent of it.

People can go mountain climbing in Yosemite and spend the whole damn summer up there. They can hike around, camp, do almost whatever the hell they want. But we've got this long California coastline, really quite a lot of water, but you can hardly find a place to drop your anchor without some authority coming to throw you out.

We stopped at a place overnight in San Diego. Early the next morning the Harbor Patrol was pounding on the hull, saying you've got 72 hours to get out of here. Same thing in Long Beach. Everywhere you go government agencies having been taking the

ocean and water from people.

Margit: Well the anchor-out situation is a little different, and I think the Report does not intend to prohibit or in any way inhibit longer term recreational usage. The cruising type of use. It does not want to restrict or limit that. One thing that should be addressed, and I think it will be in the Richardson Bay Report — and will be a big step forward — is to provide that kind of facility for those kind of people to use. There will be a dock with water, and a pump-out station, and a gas dock, and a phone, and a shower, and a restroom.

**38:** Well why isn't that mentioned anywhere in this Report? Why aren't those assurances in writing?

Margit: Because we aren't talking about recreational cruising boats here. This was a long-term residential use report. And the anchor-outs in Richardson Bay are not people who have come up from San Diego for a week. They are people who live on their boats permanently.

**38:** But your Staff Report recommends things that would dramatically affect recreational cruising boats. Didn't you tell us the law in Marin County is that if you're on your boat more than seven days in 30, that you are living on it?

Margit: Right.

**38:** Well then those people are going to be covered in your report. They would be affected!

Margit: Marin County's specific regulation is they want to set up a permitting system, so they do not have people living long-term at anchor without any kind of regulation. They do want to regulate the anchor-outs, whether the people on boats want that or not. That's what the government is intending to do.

**38:** Do they control, the various Marin governments, all of that water?

**Margit:** They control a large part of it. They are trying to group together and come up with one system, so you can't have people sort of sneaking back and forth avoiding regulations.

All the local governments in the area — citizens elected by their peers — decided they needed to regulate the waters of Richardson Bay. This is a specific subset. Marin County has passed — but not yet put into effect — an anchor-out ordinance which will require people to get a permit if they want to stay on the water.

38: But that only covers one part of Richardson Bay, right?

Margit: Right. But what they want to do is make provision for people who are actually using it for recreational purposes. Let them come and visit. I think it should be tied in with some kind of shoreline facilities — and we are working on these issues for the Richardson Bay Plan. Because they do want to make sure that people who are living on boats conform with the other regulations they have set up for their houseboats. They want to have more strict control because they have no way of enforcement.

38: What can the BCDC do? Our perception of the situation has been, and continues to be, that many boatowners and marina owners look to the BCDC in the same way the Afghanies look to the occupying Soviets: an unwanted outside agency coming in under false pretenses and telling them how to live. We're not saying this to be nasty, but to accurately reflect how many people feel. These peo-

ple want to know what can the BCDC do, what kind of leverage do you have for enforcement.

Can you prevent a marina owner, for example, from improving his docks if he allows liveaboards?

Margit: It has not been our policy in the past to not process permit

# Are you going to force compliance if someone doesn't hookup to a sewer?

applications because of any other type of problem. People may see us as the bad guys, but I think the staff and the Commission generally try to — well we're required to process permits in a short period of time. We don't — even though we're a layer of bureaucracy and red tape — we try to be as conscientious of others as possible.

**38:** What we're asking is if the Commission passed the recommended policy in the Report, are you going to force compliance if someone doesn't hook up to a sewer, for example?

Margit: I talked about it in the Report, about enforcement.

**38:** We can't remember it all, can you summarize it quickly for us? **Margit:** Under the McAteer-Petris Act the staff can issue cease and desist orders. We can also go to court, and individuals who

and desist orders. We can also go to court, and individuals who violate a cease and desist order can be fined up to \$6,000 a day.

Now we've never taken, the Commission or staff have never taken to court or asked for a fine of any of the marinas we've had problems with. And we do have cease and desist actions pending at several areas and marinas around the Bay right now. People have never been evicted, marinas have never been closed down.

The staff and Commission's goal is to try and solve problems, not to create a war, or battle, or an animosity. After all I think we may have many common goals; protection of the Bay and preservation of its uses And boating is one of the major recreation uses of the Bay, and we want to protect that. So you're saying are we on opposite sides, and I say, no, we're not.

**38:** What we're saying is that a lot of boatowners are ignoring this current action because they perceive the BCDC to be impotent. We're just asking you if that's true or not.

**Margit:** I can't comment on what might happen, but if we have a problem, usually it's a complaint, by an individual or a group, we have the individual come in for a permit, and solve the problem. It's a problem-solving, discussion type of situation, rather than any kind of police action.

**38:** Let's summarize everything right now. On the basis of this report, what happens next?

**Margit:** At the end of yesterday's Commission meeting, they didn't take any specific action. The staff is going to try and reevaluate its time and other commitments and other planning projects, and come up with a new schedule for revision and future consideration by the Commission.

38: So there is going to be revision to the Report?

**Margit:** Oh yeah. That's why we've been displaying it for public comment. Comments are — should be included as revisions in the Report. That's why we're asking for information. If you want to write me about Clipper Yacht Harbor, that would be great.

On September 1 we're going to revise the schedule. At the

meeting yesterday there were a lot of people, especially the Bay Area Boaters, who asked for an additional six months for comments. The Commission did not specify an extension, but there will be additional time for comments. Probably three months and maybe more.

38: People who live on boats now, are they in jeopardy of not be-

There has never been any discussions of evicting people, banning liveaboards : . .

ing able to live on their boats in a year or two?

Margit: I don't think so. As Mr. Pendelton pointed out, the staff would like to have the Commission accommodate existing live-aboards. There has never been any discussion of evicting people, banning liveaboards, anything like that. There have been rumors to that effect by other people, but the staff and the Commission have never discussed it. That was not recommended in the past and was not recommended in the Report.

38: Any comments you want to add before we close?

**Margit:** I think the more information we can get from individuals, from groups, from harbormasters — one thing I think is interesting is that we haven't had any comments from harbormasters or marina owners.

38: Do you think they're afraid of the BCDC?

Margit: [Pause] I don't know.

38: [Laughter] We know several who are.

**Margit:** Well one guy stood up and said he talked to 60 of them or so, and that none of them have read the Report. And it's been sent to every marina. I'm surprised that people either don't care or don't feel it's important enough. I would hope that people become aware of the issue and put their two cents in, whatever it is, and if they have information about the appropriateness or need, they should submit their opinion.

We also haven't heard from any local governments.

**38:** Didn't the Marin Board of Supervisors react? Sure, in fact we read they were pretty angry at your Report.

**Margit:** Their problem is enforcement of regulations. They have a very strong houseboat ordinance, they have a strong anchor-out ordinance . . .

**38:** . . . and they have a very strong resistance.

Margit: They have trouble organizing the local governments.

**38:** But isn't it true that three Marin Supervisors came out and said they were very angry with BCDC for meddling in a local affair? They thought BCDC was disturbing delicate working of a huge group of government agencies — we remember reading in the *Independent Journal* that they voted three to zero to knock your Staff Report.

Margit: You can't believe everything you see in print, can you?

38: Certainly not! [Laughter].

**Margit:** Well what's happening in Richardson Bay is called a Special Area Plan, a type of study BCDC can carry out with local governments to give more specific rules and policies for its special geographical area. Conceptually it would then be adopted by all the local governments and by BCDC, and become the blueprint for future development and action.

We also have special area plans for the San Francisco waterfront,

one for Benicia, one for Richmond. These are all sub-units of the San Francisco Bay Plan. This is done by BCDC and the local governments.

So what we have now is BCDC, Marin County, Sausalito, Tiburon, Belvedere, and Mill Valley working together to come up with a Special Area Plan for the Richardson Bay area.

**38:** But these governments do not control all of Richardson Bay waters, do they?

Margit: Between those four they do.

38: Isn't some of it federal, a Coast Guard general anchorage?

**Margit:** Ah, well that's a layer on top. It's not owned by the federal government, that's designated by the Coast Guard, just a designation on a map.

**38:** We had always understood that the cities couldn't interfere with the Coast Guard's designation as a general anchorage. That the cities can't come and make boats conform to their laws.

**Margit:** That's not correct. At least from my understanding. The local government does have the authority and responsibility that it can carry out. Right now the Coast Guard regulations have a subnote that you can't moor in Dunphy Park because that's a local regulation. So the local government can affect and pass regulations for the general anchorage.

**38:** So you're saying the various local governments can just keep adding subnotes to those general anchorage instructions?

Margit: The only one it has now is the Dunphy Park one. But yes.

**38:** Let's go back a few steps to something we forgot to bring up. I understand the two main objections to liveaboards was the Public Trust and the sewage/pollution problem. Right?

**Margit:** Well, limitations rather than objections. There is a limit on numbers with the Public Trust; once you accept you're going to have some liveaboards, I feel, and the regional board feels, that its important there is regulation over the possible discharges of sewage and grey water. You want to make sure you don't have that problem. Or you want to eliminate the possibility of that problem, to be sure there isn't that release just because people are living on boats.

**38:** Our understanding of your report was that liveaboards were the second biggest cause of pollution in the Bay. That'a very puzzling thing to say. Because how do you know which pollution comes from liveaboards and which comes from weekend sailors? Or fishermen? Or seagull poop? To us that seemed a stupendously large area of lack of information.

The second thing was that in the 1982 study by the Regional Water Quality Control Board, the only marina that passed the very stringent shellfish standards was Ballena Bay, which has a lot of liveaboards. In the marinas where there were no liveaboards, not a single one passed that water standard.

So doesn't it suggest there's a negative causal connection, between liveaboards and pollution? Wouldn't that indicate attributing sewage to liveaboards is completely on the wrong track?

And backing up that line of reasoning was that incident in San Rafael. Right after your Report came out the state blamed liveaboards for the pollution in the San Rafael Canal. Some city officials didn't believe it, investigated, and found the real cause was leaking sewers and surface runoff.

Margit: Okay, that specific incident had nothing to do with us and our Report, allright?

**38:** Other than many people feel you may be making the exact same error, the misidentification of the source of the pollution.

Margit: San Rafael is not in our jurisdiction. People called up and said there was all this stuff floating in the Canal, and could we do anything about it. We said it wasn't in our jurisdiction. People did think it was coming from houseboats, but we had nothing to do with

it.

**38:** Right. And what we'are asking is that given the incredible lack of facts and information the BCDC has about liveaboards, isn't it very possible your Staff Report is making the very same error as was made in the San Rafael canal?

Margit: But wouldn't you like to be sure? Wouldn't you like adequate facilities and see that boats are hooked-up? So there's no problem? People's houses are all hooked-up, people in R.V.'s are hooked to tanks and they pump them out. I don't see why boaters should be any different.

**38:** You're asking people to hook-up sewage systems to the dock, for marina owners to build sewage lines to put these things in — all to "be sure". Why have a solution, particularly an expensive one, if the problem might not even exist? We're dumbfounded.

Our big problem with your whole Report is that we think there's a very strong chance you guys are way, way, way, way off the mark when you say liveaboards — as opposed to a multitude of other possible sources — are the cause of pollution.

Margit: We don't have any statistics about water use. We asked the Regional Water Quality Board to do an estimate, and this is where we got the figures. And if you have an argument with the figures, you have to argue with the Regional Water Quality Board.

**38:** But as we just pointed out, wasn't it the Regional Board's figures that came up with the negative correlation between liveaboards and pollution?

Margit: I think their report says they think there are problems, and their staff recommendation is that boats be hooked up to shoreline

sewers.

38: Isn't it true they said that would be "best"?

**Margit:** The best, yes. Don't you want the best for your Bay? **38:** Yes. That would be wonderful — if we only believed — or if you had proof — that *liveaboards* were a significant problem.

Isn't it possible your report is making the very same error as was made in the San Rafael Canal?

**Margit:** I think when you're talking about a region-wide policy that says there can be liveaboards, when you're taking it from an unregulated situation to a regulated situation — you have to be careful.

**38:** We think the real basic question we think the BCDC ought to ask themselves, is whether there is really any need for their regulations of liveaboards.

Margit: Well the Regional Board has advised us that yes, there needs to be!

38: Thank you, Margit.

# Rutherford's Boat Shop



Boat Repair Boat Building

#### Traditional Woodworking Specialists

Highest quality Lowest prices Personal attention Deep water Hull repair & maintenance Interior & topside joinerwork Rigging, painting, fiberglass & steel repairs

320 W. Cutting Blvd. Richmond, CA 94804

233-5441

Free Estimates









free estimates

JANE SILVIA 20 Gate 5 Road Sausalito, CA 94965 .(415) 332-9593

#### HAM PRIMER

S ailors either hate ham radios or they love them.

Those who hate them hail the crackling urgency of the transmissions that so disturbs a quiet afternoon in nowhere. Hams also impart the feeling you haven't really left home.

People who love them cite the enjoyment to be had from talking to friends from midocean, from meeting new friends over the radio, and the satisfaction of being able to help fellow sailors in a bind or even an emergency.

No matter what your personal position is on the matter, the fact is that ham radios are found aboard more cruising boats all the time. To get the story on water borne ham radios in time for this winter's cruising season, we visited Greg Gumbel, manager of The Ham Radio Outlet on Telegraph Avenue in Oakland.

commercial radio products.

Our primary question for Greg, who was tearing down some big electronic unit when we arrived, was whether or not a cruiser could get his ham license and set up a rig on this boat before leaving in November. It is possible, Greg allowed, but it would require some work, and can be made a lot easier if you go about it in an intelligent order.

Greg explained that there are three classes of ham licenses. As you go up in levels you get to use more and more radio frequencies. At the lowest level you are only allowed to use Morse Code, not voice. Since most speed, Greg suggest working a little time every day on the code; long sessions aren't very efficient.

Novice license tests are given by non-related hams over 18 years of age. Greg gives a lot of these tests himself, and in fact the last one he gave was to a man who was about to take off cruising with his fiancee.

Armed with a novice license, you have privileges to use four small parts of four ham bands. But only in code! Basically it's just a learners license that allows you to get your feet wet. Usually you'll be communicating with other beginners, or experienced hams who get a kick out of dropping down and



One of the ICOM units; lots of bells and whistles.

Ham radio stores are not like "stereo stores", with their high pressure sales techniques, hoopla, and competition. There simply aren't enough hams in the United States — only about 500,000 — to support that kind of marketing. In fact The Ham Radio Outlet, with stores in Anaheim, Burlingame, San Diego, and Van Nuys, only has one real competitor between San Diego and Portland. That's Henry's Radio in Los Angeles, a store which leans heavily toward

sailors want to talk on their ham radios — although code transmissions can often get through when voice can't — just the lowest license won't do.

A Novice Class license requires passing a simple test. You must able to answer 20 questions on the theory of radio and be able to use code at five words per minute.

Ah yes, the code! That's always the big bugaboo for those wanting to operate ham radios. Relax, Greg says you can memorize the code in one evening, and once you've got it memorized you're pretty much already at five words per minute. To improve your helping the novices become more proficient in their technique.

It's in the novice band that you can really pick up your code speed, says Greg. It's so much easier to learn actually talking with someone than listening to a bunch of cassettes — because it's fun.

And you're going to keep wanting to develop your code technique, because the next level license — the general license — requires you be proficient in code at 13 words

#### HAM PRIMER

per minute. You're also required to pass a 50-question test on the theory of radio.

The beauty of the general class license is that you're able to have voice privileges, and you're allowed much more frequency space to work in. Most of the common marine 'nets' are on frequencies available to those with a general license.

Tests for the general ticket are given at the FCC offices the first and third Wednesday of each month. While code cassettes and time on the novice frequencies help build up your code, similarly there are books to help you pass the written part of the test. Some of the most popular books are written by Dick Bash of San Leandro. He calls them "The Final Exam Series". Fundamentally they are questions and answers that actually appear on the FCC exams. Bash claims that if you read his books ten times you'll pass the exam.

Gumbel assured us that with a little work anyone can pass the radio theory questions. He cites the case of a Berkeley woman with little technical background. She passed the test when she was 68-years old.

The highest category of ham license is the advanced license. This simply involves answering 50 more questions; there is no further code test. Greg recommends you take the advanced license test at the same time you take the general license test, because you'll be in a test 'mode' at the time. No matter what you pass — the code part of the general, the theory part of the general, or the theory part of the advanced — you'll never have to take that part again.

Now there are people who have gone to the FCC and taken their novice, their general, and advanced exams all the same day — and passed. But Greg doesn't recommend it. The problem is that even if you pass all of them you have to wait six weeks for the paperwork to go through so you can get on the air. If, on the other hand, you take the novice license right away and pass, you can get on the air and start practicing your code in about two weeks. Armed with your novice ticket, you can take the next scheduled FCC test for a general license. You can then walk out with an "interim" license, which allows you to use voice. In effect, you can take a month off getting your general license - and voice - privileges - if you take the novice

test first.

There have been as many quantum leaps in ham radios in the past five years as there have been in computers. So while you can buy an acceptable used ham rig for as little as \$250, it may be missing many of the bells and whistles and capabilities of today's most modern sets.

The two models Greg recommends are the ICOM 720 and the Kenwood 430, the two most popular units with mariners. Greg installed an ICOM 720 on the boat Peter Bird rowed to Australia. It was one of the few things that didn't break down.

The Kenwood or ICOM unit and an antenna tuner is going to run about \$1,000. The best antenna is an insulated backstay, although that admittedly will cost a bit of money itself. Besides that, Greg recommends a secondary antenna system using mobil whips — in case you drop your mast and need to make emergency communications.

am radios are not that difficult to install on boats — generally the big problem is the ground. If you're all thumbs and have other more pressing things, there are hams that will do it for a fee. Greg and a lot of other weekend workers charge about \$35 an hour. You can figure about \$200 for the installation itself, a little less if you do some of the prep work yourself.

We only know a little about ham radios, but we'd heard that both the Kenwood and ICOM units had a little wire that clever but devious people snipped, allowing the units to also function as Single Sideband radios. Greg admitted that people did this, and that it even appears that both units may have been designed in the expectation that it would be done. But, he says, it's illegal. Ham radios do not meet the stringent requirements for commercial marine radios.

Commercial radios have crystal controlled channels, and are thus "dodo proof". Ham radios are not; a person who doesn't know what he's doing — and there are 30 knobs and switches on the Kenwood — can wander into commercial radio frequencies — if the wire has been snipped. Greg emphatically implores that radio buyers not do this, noting that cutting the wire — and there is more to it than that — actually destroys some of the radio's protective circuitry.

Another illegal ploy is using pirate or fake ham licenses. Greg says these users are



Greg, talking with a marine net operator in Idaho.

easy to pick out because they don't know correct ham procedure. Net operators will not allow them to participate. Ham radio is self-policing, and there are some active police out there. "If you have the I.Q. of a Brillo pad, you can pass the test," Greg asserts, "so just do it!"

What can't you do on a ham radio? Basically two things. You can't use ham for monetary interests, in other words for making business calls that normally would be routed through commercial radio. For example, you can't be in Tahiti and make a call and say "Hey Joe, I broke my backstay, please go to Whoppee Wire Rope, have one made up, and send it down to me." Of course, people do it, but it's illegal. You have to word it differently, be less blatant.

The other thing you can't do is start broadcasting. Want to start your own Larry King talk show? Don't do it on ham frequencies. Want to sing over the air waves? Not on ham frequencies.

For cruisers the big attractions are the marine nets — of which there are about 15 or 20 in the Pacific Basin — and the phone patches through to family to let everyone know you're okay. Give it a try and you might be one of the guys whose hate for ham has turned to love.

latitude 38

# THE RACING

This month we take a look at several local regattas, such as the Wallace Cup, Arthritis Regatta, Burns Nationals, Aussie 18's, the Solstice Race, and the Perpetual Challenge. In the future are the Mexico Races and more TransPacs, as well as the upcoming America's Cup.

#### **RACES PAST**

#### Wallace Cup

The Wallace Cup Perpetual Trophy is a challenge race for East Bay sailors, and since 1938 has been dominated by the Oakland YC. For the past five, Bill Trask and Jim Jessie were unbeatable in Trask's Farrallone Clipper Hoyden II. This year, however, the Aeolian YC wrested the statuesque trophy away with a win by Jim Booth's Islander 36 Arrhythmia over OYC's Choate 27 Flexible Flyer and the O'Day 34 Fermanagh from Spinnaker YC. Flexible Flyer looked good to retain the trophy until the final mark of the course when they sailed into a collision with a fishing boat. With a new winner it is hoped interest will increase in next year's Wallace Cup.

#### Arthritis Regatta

The second annual Arthritis Foundation regatta was held on August 14th off the San Francisco City Front, drawing 56 entries from the Wooden Boat Racing Association. Full sponsorships for 26 boats were obtained, raising a total of \$7,000 for the foun-



dation. Spokesperson Marian Sullivan said they were terribly pleased with the turnout and plan to continue the regatta next year and shoot for even more sponsors. (This year the recommended contribution was \$250, which is tax deductible).

Winners of the divisions and their sponsors were: Knarrs — Huttetu, Dr. George Rygg, Belvedere, sponsored by Bay Electric Construciton; Bears — Smokey, Steve and Josselyn Robertson, San Rafael, sponsored by Shoong Foundation; IOD — Undine, Robert Grigsby, Sunnyvale, sponsored by Richard M. Terrill; Folkboat — Folksong, Michael Waldear, Alameda, sponsored by Sumner Carson Mitchell, Jr.

#### **Burns Nationals**

Down in Sunnyvale they have Chuck E. Cheese Pizza Time Theatres, but over in the East Bay they have the Chuck Burns Nationals. This year nine Wilderness 21's and six Nor'West 33's took part in the August 13-14 affair, with three races on the Oakland Estuary and a long distance race out into the Bay. Light winds plagued the sailors, except for everything that took place west of the Bay Bridge.

Top finishers were: Nor'West 33's — 1) Falcon, Fred Fago and Margaret Woodford, 2) Wind Dancer, Dick and Joanne Honey, 3) Whither Thou, Gene and Dotty Haynes. Wilderness 21's — 1) Street Gang, Richard Regdon, 2) Ah Wilderness!, Jim Gibbs, 3) Rhiannon, Chuck Warren.

#### Aussie 18's

The Australian 18's, including an innovative two-man version of this usually threeman craft, blasted their way around the Bay from August 18 to 23. Winner of the Stubbies U.S. Open World Championship for the second year in a row was Sydney attorney Peter "Zorro" Sorenson and his Ian Murray-designed *Tia Maria*. Sorenson's extensive experience in these overcanvassed bombshells and excellent crew work on the part of Andrew Buckland and David Stephens continue to keep this trio on the top of the heap.

Bill Shead, another veteran skiff skipper,



was only slightly off the pace. Sailing Vogel's Bread Australia with Shane Fairweather and Dave Seargeant, Shead was consistently in the hunt. The trio took a spectacular spill in the sixth race of the seven-race series, burying their bow at 20 knots on a heavy air spinnaker reach. The three trapezing sailors, perched five feet outboard on the articulated racks, which increase their leverage, found themselves hurtling through the air "like we had been shot out of a cannon". The problem was that they had chosen too large a rig - they have four for different wind conditions - for the 25 knots of breeze. "We had been fooled by two days of light winds," said Shead.

Making an impressive debut on the 18 scene was Julian Bethwaite's *Prime Computer Australia*. This experimental two-man craft, with a hull weight of only 100 pounds, showed excellent speed at times. Bethwaite is the fellow who designed the infamous *Stubbies* boat which disintegrated on the Bay in 1980 during the first American 18 regatta. That too was an experimental craft, made of polystyrene. *Prime Computer* has a balsa



Left, the Wallace Cup. Above, Dave Fenix's **Bullfrog** in mid-leap.

core and stood up quite well to sailing on the Bay. Bethwaite says it will take some time to figure out how to sail it properly, and he plans to be up to speed by the World Championships in Sydney next February.

The Americans, lacking the regular schedule of 18 sailing that their Australian counterparts enjoy in Sydney Harbor, had moments of brilliance interspersed with minutes of disaster. Cam Lewis and his crew of Mike Turner and Jay Harrison aboard Team O'Neill/Mitchell Cotts USA had a beat on first place at the weather mark on Sunday opening heat. At that moment their rack fell apart and they were suddenly out of the picture. Jeff Madrigali had too small a rig up on Stubbies USA in that same race, but still managed a fourth. In the windier second race of the day he moved up to third.

#### Solstice Race

Up in Alaska on June 25th and 26th they held the annual Summer Solstice Race,

sponsored by the William Seward YC. A mixture of light and heavy winds, fog, drizzle and icebergs made for an interesting if not totally fun time for the six boats competing. Only two were having enough fun to finish: John Kumin's San Juan 28 Sea Smoke, which took first, and Gary Barlow's Newport 33 Magic. Sailing the Gulf of Alaska does have its ups and downs.

#### S.F. Perpetual Challenge Trophy

The St. Francis YC, winners of the 89-year-old San Francisco Perpetual Challenge Trophy for the past three years, will face a stiff test on August 27th. Coming north from Newport Beach is John Arens' Frers 51 Tomahawk with a crew from the challenging Balboa YC. In 1980 Tom Blackaller took the Peterson 40 Leading Lady south to San Diego to wrest the Cup away from the southlanders, and now they're coming back with every intention of retrieving it. Skippering Tomahawk will be noted match race expert Dick Deaver, who will be aided by local sailor Jeff Madrigali.

The deed of the Cup allows the defending

club to wait until just prior to the start of the race to choose its defender. Usually the nod goes to the boat best suited for the prevailing wind and wave conditions. Two St. Francis YC craft are actively vying for the honor, Dave Fenix's Peterson 55 Bull Frog and Clay Bernard's Davidson 50 Great Fun. The former would be preferred in light airs, while fractional rigged Great Fun is better in a breeze. It should be noted, however, that Tomahawk outsailed Bull Frog in June's Long Beach Race Week, held in predominantly light airs. We won't have the results by press time, but this is shaping up as one of the big match races on the West Coast this year.



#### Mexico Races

Ole! It's time to dust off your sombreros 'and get ready for this year's Mexico races. There are plenty of opportunities to head south of the border, starting with the 20th annual San Diego to Ensenada race starting on September 30th. This 62-miler has a reverse order start for IOR, PHRF and MORC fleets. The trophy presentation will take place at the Bahia Resort Hotel on October 1st. Consider it a warm-up for the later races. You can get a race invitation from the sponsoring Southwestern YC, P.O. Box 6397, 2702 Qualtrough St., San Diego, CA 92106. You can also call Edie Gibson, race 4 chairman, at (619) 223-2241 or (619) 464-2395.

The action heats up in November, when the biennial Long Beach to Cabo San Lucas race starts. The fleet is split into a PHRF division (with ratings from approximately 40 to 210) which will start on November 11th and an IOR fleet (from 24.5 rates feet on up) following the next day. This split makes for an interesting mix of boats, with the generally larger and faster IOR craft pursuing the

# THE RACING

earlier starters. By the time they cross the finish line, some 900 miles later at Cabo San Lucas, the two groups are pretty well mixed together. The race, therefore, appeals to both the flat-out racers and the racer/cruiser as well.

This race used to consist of two legs, the first to Cabo and the second from there north to La Paz. Trophies were awarded for both legs. This year, though, the race will end at Cabo. There was talk of making Guadalupe Island, 300 miles south of Long Beach and 150 miles west of the Baja Peninsula, a mark of the course, but the idea didn't excite enough people to get into the course instructions.

While not strictly an invitational race, entries will be screened and inspected before being allowed to participate. So far several boats have expressed interest, including 1981 first-to-finish Merlin, the 67-ft Bill Lee design. Others are the maxi ULDB's Saga, Ragtime, Charley, Anthem, the MacGregor 65, and Winterhawk, which is the Farr 68 (formerly called Ceramco New Zealand) that raced in the last Around the World Race and is now owned by Southern California's Hal Day. Also listed as possible entries are the maxi Christine, Dave Fenix's 55-foot Bull Frog, TransPac Class runner-up Whistle Wind, the new Soverel 55 Shadow (which will then travel on to the 1984 SORC in Florida) and several Santa Cruz and Olson 40's

For entry information on this race, write to the Long Beach YC, 6201 Appian Way, Long Beach, CA 90803, or call Bud Tretter at the Long Beach Marina Shipyard, (213) 594-0995.

By the time you get everything squared away after the Cabo Race, it will be time to think about the 1200-mile San Diego to Manzanillo contest, which starts at 1:00 p.m. on January 28th off Pt. Loma. This one is just for IOR boats and like the Cabo Race is held every other year. While the fleet has numbered about 40 in the past, there is increased interest this year and a record num-



The Mexico Races give you a chance to unwind.

ber of entries is expected. Over 80 boats have already expressed interest.

The Manzanillo race finishes at the Las Hadas resort, the spot Bo Derek emblazoned into our memories in the movie 10. The area has become a booming tourist spot and also hosts the Mexican Ocean Racing Circuit (MEXORC). This year's MEXORC runs from February 10th to 20th, so the Manzanillo race is a perfect feeder event for this series.

For more information on the Manzanillo Race, call Cindy at the San Diego YC, (619)

So now that you're all stoked up to go south at some point in the next six months, what do you do if you don't have a boat to call your own? Well, a popular alternative is to charter one. Since these races are more often than not downwind, the go-fast ultralights are a favorite choice. The redoubtable 67-ft ULDB Merlin has worn a groove in the water going back and forth on these races, and the latest word was that she is available for the November Cabo race. The bareboat cost is \$14,000. As is most often the case, you pay the additional insurance and the return delivery. We've also heard that Zamazaan, the Farr 52 which won Class A in the 1981 TransPac, can be had for \$15,000.

There are several Bay Area outfits offering charters for these races. Lu Lee of Santa Cruz's Suntan Special Charters is handling a group of Santa Cruz 50's and 40's. A SC 50 to Manzanillo will cost \$12,000, while the Cabo trip costs \$10,000. The SC 40 will run \$9,000 and \$7,500 respectively. You get



the boat three to four weeks before the race starts and you have a month to return it. Lu says getting someone to bring the boat back from Mexico is often easy, since they can harbor hop on the way north and enjoy the Mexican ambience as well. Lu's number is (408) 462-1367.

Richmond's Point Bonita Yachts has a couple of Olson 40's available for charter, as does Santa Cruz's O'Neill Yachts. Prices vary, depending on what kind of arrangements can be made between the charterer and owner. Besides the insurance and return delivery, there is the issue of equipment which may be needed or desired for the race. Pau! Blasier of Point Bonita, (415) 232-7337, says the ballpark figure for the boat only would be about \$5,000 for the Cabo race and around \$8,500 for the trip to Manzanillo. Tim Matthews at O'Neill's, (408)

476-5202, estimates the costs would be about \$6,000 to \$7,000 for the Cabo race and \$9,000 for Manzanillo, and he added those quotes are negotiable.

As for insurance, we talked to Gary Swiggett of Trans-Pak Insurance, (415) 483-8804, who handles many boats in both the Mexico and TransPac races. He says the additional premiums you would pay for these races depends on the value of the boat. The average for a round trip to Mexico would be \$500 with a double deductible. That means that if you have \$500 deductible locally, it would be raised to \$1,000 for the race and the return. Gary adds that some of his better clients with lots of experience don't even pay the added premium, but he still doubles the deductible. He's had great luck on the Mexico races in the past.

So if you're looking for a way to spend some of that money you made on the bull market, or you and a group of friends want to work on your winter tans and drink Tres Equis, now's the time to start planning!

### **RACES FUTURE**

### 1984 TransPacs

For those with a yen for mai tais rather than margueritas, next summer's races to Kauai, Hawaii, should fill the bill nicely. First off will be the lone rangers in the Singlehanded Sailing Society's June 16th race from San Francisco's Bakers Beach to Hanelei Bay. This is the race Alameda's Dan Newland won in 1982 with his custom Wylie 34 Pegasus. Race organizers say they've received over a dozen inquiries so far and have hopes of drawing a larger fleet than the 18 who set out last time. For more information, contact race chairman Fred Joyce at 452-7556.

On July 8th, separate fleets of IOR, PHRF and Doublehanded boats will also set sail from Bakers Beach headed for Nawiliwili

Bay, Kauai. Originally called the San Francisco to Kauai Race when it was inaugurated in 1980, it will now be known as the Pacific Cup. The organizers shortened the title to the Kauai Race in 1982, but found many people didn't know where Kauai was. The Pacific Cup has more of an oceanic flavor to it. Also, the trophies will be metal cups this year, rather than the glass and crystal of the past. (In 1982 the perpetual was damaged in shipping).

Another change for the 1984 version is the separation of the IOR and PHRF fleets. Rather than everyone competing for the overall trophy (using PHRF ratings), each group will have their own. Entries for the IOR division must have a minimum "R" value of 22.0, while PHRF and Doublehanded boats must rate 180 or less. All must comply with the Ocean Racing Council equipment requirements for Category I races and must have VHF and SSB transceivers.

For more information on the Pacific Cup, write to the sponsoring Ballena Bay YC, 1124 Ballena Blvd., Alameda, CA 94501, or call Peg Kampe at (415) 883-3604 (home) or 332-2319 (work).

If you live up north and can't make the Doublehanded start of the Pacific Cup, you may find the third Jack-and-Jill race for couples preferable. Sponsored by the Sloop Tavern YC in Seattle, this race started in 1980 with the goals of promoting seamanlike offshore racing and cruising skills among couples. Four duos competed, with three finishing. In 1982, eight participated. Next year's race will commence on July 1 at Port Angeles, Washington, and finish at Diamond Head in Honolulu. For more information, contact Randy Mueller, c/o Sloop Tavern YC Hawaii Race, 1733 NW 59th St., Seattle, WA 98107 or call (206) 784-5437 in the evenings.

### America's Cup

In Newport, Rhode Island, site of the upcoming America's Cup races starting on September 13th, the three American skippers

# THE RACING SHEET

vying for the right to defend the oldest winning streak in sports find themselves in positions one could hardly have predicted a year ago. Dennis Conner, who was the king of 1980 when his Freedom breezed through the selection trials, has run up against some very stiff and determined competition. His arch rival, Alameda's Tom Blackaller, went into this summer's racing as the most likely candidate to upstage the defending champion. Blackaller's boat, Defender, has been cut up and glued back together so many times in the past three months, however, that it may now be no more useful than as a trial horse. Coming on strong after a disappointing series in July is John Kolius and his young warriors on Courageous, the green and white 12 meter which won the Cup in 1974 and 1977. Shortly after the final selection trials began on August 16th, all three were virtually neck and neck.

Conner rebounded from a disappointing opening round in June to win the most races in July. He was, however, still plagued by weak starts against the super aggressive Kolius and Blackaller. Toward the end of the series. Defender pulled out to start reconstruction of their stern, leaving Conner and Kolius to sail the final five races together. The sails on Courageous were pretty blown out by that point and the red-hulled Liberty had no trouble beating her every time. That left Conner with an impressive looking overall record of 20 wins and 10 losses. Defender's overall totals stood at 13 and 12, but as far as the crew was concerned they were still pretty even with Conner.

The reshaping of *Defender*'s stern was an attempt to help the boat's heavy air performance. In light air there was no question the blue-hulled *Defender* was the quickest of the three, but once the wind freshened they were hurting. By pinching in the back end and moving some of the ballast lead aft, they hoped to increase the waterline length and improve their upwind speed. It was the second major surgery performed on the boat — after the June trials they cut the boat in



Defender tactician Gary Jobson may not get to defend the America's Cup.

half, took out a sliver in the middle and welded it back together to straighten out the waterline.

After 11 straight defeats at the end of the July trials, the crew of Courageous were feeling pretty low. "I could hardly get John Bertrand (Courageous' tactician) to say hello to me," reports Defender's Paul Cayard. Kolius and his crew didn't give up, however. They took delivery of new sails and kept refining their boat. Once considered only a threat in heavy air, Courageous is now competitive in the lighter stuff as well, reportedly even superior to Liberty.

Courageous came roaring out of the gate in the first race of the final selection trials. After beating Defender three times on a windy day, they stood at six wins and one loss, while Defender had exactly the opposite record. Both these boats are part of one syndicate and Blackaller made the statement that he was not competitive in the heavy air and would work towards helping

Courageous become the defender. For the "Mouth of Alameda", this must certainly have been a disheartening realization.

Whichever American boat the New York YC finally decides to go with, they may, after 24 relatively easy defenses of the "auld mug", be in a serious trouble. Most likely they will have to face the radically-keeled Australia II, which has virtually steamrolled over the other potential challengers. The mysterious appendage, which is wrapped in security blankets every evening when the boat is hauled out on the ways, makes the Australian entry a virtual super 12 meter, able to maneuver faster than any of the others and sail away into the lead after the

Australia II is so good, in fact, that the NYYC has become somewhat apoplectic in its charges that it is not a legal 12 meter. They contend that the wings which reportedly extend out from the bottom of the keel add lateral resistance when the boat heels over. Under the 12 meter rule, centerboards and "similar contrivances" are specifically banned. The Australians, who have come the closest of anyone in capturing the Cup in the past, argue that they were officially measured and passed all the criterion for a 12 meter. They say the NYYC is only hollering foul because the radical design by Ben Lexcen has done so well. The issue has been taken up by the International Yacht Racing Union, which may convene its Keel Boat Committee in order to reach a verdict.

Meanwhile, the action both on shore and on land in Newport continues to heat up, withthe climax starting on September 13th with the first America's Cup race. At that point it will be a best of seven, winner-takeall showdown. It has long been said that the first American skipper to lose the Cup will have his head displayed at the NYYC's clubhouse in Manhattan in the case which used to hold the trophy. Those watching this year's contest may be getting their blood lust up — it could be a very exciting September.

- latitude 38 - svc

Reservations are now being accepted for the June 16th, 1984 SINGLEHANDED TRANS PAC PO Box 238 Point Station Richmond, CA 94807 415-523-6200







For Sale By Owner 11,000 a timeless Catboat. 18'2"fiberylas Herrshoff America Gaff. Huge Selfdraining Cockpit. Below one two large benks and a till legal head. 7½ hp Evenrude in a well. many good extras-Nicely kept!

A Sailors Yackt

Please inquire:

(CATNIP" PO Box 488
Corte Madera, Ca. 94925

# **Opening Sale**

We know, we know . . .

this is a ragman's sheet. But just in case you are a stink-pot owner — or ever become one — we have the furniture and decorating ability to make her interior beautiful. The same furniture is also perfect for your home, patio, or office. Please come visit us at the Dolphin Building, 135 Third St. on the Canal, San Rafael, CA 94901



(415) 459-4449

YACHTLINES

# **CHANGES**

Featuring cruising parties in Sausalito and San Diego, Coaster in Rhode Island, Illa Tika at Santa Cruz Island, Dawn Patrol heading west, Samba Pa Ti in Puerto Escondido, Broad Reacher in Port San Luis, solar hats in Mill Valley, Dominque in Kanehoe Bay, Spindrift in Newport, Santa Barbara news, Malolo II in North Carolina, Daedalus in Alabama, Peti Babe in Honolulu, Wind Tree in Alameda again, and cruising notes on some of your favorite friends and places.

### Cruising Kick-Off Party September in Sausalito October in San Diego

There's no question who originated and runs the best Cruising Kick-Off party around. That's Tommie and Stevie Flanagan at Pacific Marine Supply in San Diego. Each year at the end of October — and right before the official Mexican cruising season starts — they roll out a few kegs of beer, some refried beans, tortillas, and other chow, and welcome everybody to stop by. It's their way of thanking all their customers for their business, and it also serves as a great opportunity for the folks poised to jump south to get to know one another.

The date of their party this year is October 29. If you're going south, you're going to want to make it. Even if you've only made it down to Los Angeles or something, grab a car and drive down for the party and to meet the folks you'll be bumping into down in Mexico and beyond.

At Latitude 38 we've decided to hold a Northern California mini-Cruising Kick-Off party. It doesn't matter where you're from, Northern California, Oregon, Canada — why heck we'll even let Washingtonians come. If you don't have a boat to go cruising on, heck stop by wearing a sandwich board saying what you want, and maybe you'll find a boat.

This very casual affair will be held on Thursday, September 29, from 6 to 10 p.m. at the Sausalito Cruising Club, which is located at the foot of Napa Street in Sausalito.

We'll heat up a few beans, maybe make a little guacamole, and lay out a few tortillas to satisfy your munchies. The Cruising Club will have their bar open to satisfy your thirst. There won't really be any program as such, but maybe we'll show a few slides of Mexico, Polynesia, and New Zealand. John Neal said he'd bring all his pictures of the topless boardsailors in Tahiti. If you've got some cruising questions, we'll have some experienced hands around to answer questions and pontificate on anchors, autopilots, and stuff like that.

So if you're going cruising, or want to crew on a boat, or maybe want to set up a

charter in Mexico, well just stop on by and have a burrito and a beer and shoot the breeze. The date again is Thursday, September 29, the place is the Sausalito Cruising Club, and the time is 6:00 to 10:00 p.m. Bring all your friends. Maybe you'll get a free Latitude 38 visor, or "Roving Reporter" t-shirts, you never know.

But remember, the big Cruising Kick-Off party is Pacific Marine Supply's in San Diego at 5:00 p.m. on October 29.

- latitude 38

### Coaster — Peterson schooner Stephen Royce et al Newport, Rhode Island (Santa Cruz)

2240 hours, Position N 30° 50'; W 78° 49'

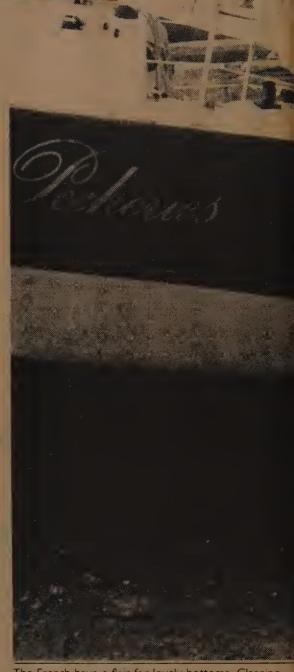
July 12. If you look up these position coordinates you will see we are offshore the Georgia coast. But what you won't see is that we are in the Gulf Stream current, which is giving us a three-knot push. Also a map won't show you how translucent and blue the water is, nor what delightful conditions for sailing we have.

We are on a broad reach with main, golly and claw powering us, and the seas are uncommonly smooth. Today is our third day at sea and being prepared has paid off because everything works. The crew of five is working well together.

One of the highlights today was to have an aircraft carrier steam by, #62, complete with jets blasting off. I was surprised at how slow a plane's velocity is when leaving the deck. They appear to drop below deck level before gaining altitude. It was rather exciting to watch, to say the least. I tried to contact the ship via radio but had no luck.

I hear the sails luffing so I think we are losing the wind. I am sweating like crazy down here in the cabin, so I think I'll go on deck to check out the situation. I should get some rest too as I have watch from 0200 to 0400 — not an easy one to keep awake without prior rest. More later . . .

July 21. Hi again. Slight delay on page 2, but that's because a lot has happened in between. The most obvious change is from sea



The French have a flair for lovely bottoms. Cleaning a cruiser on the hard in England.

life to terra firma. The first page was written in the dim of lamp light with the sounds of water in motion and the steady click of the Telcor log; now I sit motionless at anchor listening to a live jazz band mixed with party chatter emanating from the Ida Lewis Yacht Club.

Our anchor sits less than several hundred yards from their shoreside patio. This club, while just another name to you and me, entertains the most prestigious and wealthy personages that appear for the summer season. Ida Lewis was (is) a woman whose background I know nothing about, and though her club — in namesake at least — is really only a satellite of the New York Yacht Club, everyone over there seems to be having a jolly good time.

Our group here on Coaster has also been

# IN LATITUDES



having a wonderful time, after one of the best sails on record yet. Our only serious concern during the 1,000-mile trip — our longest non-stop voyage — was backstay problems. First the eyebolt at the deck was lifting up due to a loose knee timber in the stern quarter. A few #16x13" FHSSWS solved that problem, at least for the time being. Well now that we were holding the deck down, what should happen next — the backstay wire breaks at the mast.

The topmast started to do a bellydance up there, so I had to do something quick. The answer was easy enough, which was to use the leeward running back. So up to the cross trees I went, and switched it over to the port side. The rest of the way to Block Island we never had to tack, which spared us the inconvenience of having to keep sending someone aloft — a potentially uncomfortable job.

The sea this time spared us discomfort, as

the swell was small and the wind abaft the beam. Our approach to Block Island was at night and not difficult due to it being all lit up with navigation aids — as long as we kept what meant what straight. The calm of the harbor was almost frightening after rocking to the perpetual motion of ocean swell for over a week.

Block Island was probably the best introduction to New England we could have had. The place was really quaint, despite an obvious tourist orientation in certain places. We rented bicycles and changed our sea legs into rotating ones. Now we are in Newport — an exciting place to be this time of year. I'm sure you can imagine what a big deal the America's Cup races are here. We just arrived here a day or so ago so we haven't figured everything out yet, but I'll stay in touch to let you know what's going on.

stephen royce

Illa Tika - Kettenberg 40
Owen Handy, Angelica, daughter,
and Kevin Cooper
Pelican Cove, Santa Cruz Island

You meet the nicest people cruising — most of the time.

Our boat, minus ourselves unfortunately, was anchored off Santa Cruz Island much of last July. The skipper/roving reporter aboard, Willie Smothers, liked to sailboard there, and once or twice sailed over to *Illa Tika*, a boat that would soon become front page news.

It was from that Kettenberg 40 that Kevin Cooper was arrested. Kevin Cooper, you probably remember, was the man who escaped from Chino prison June 10 to allegedly murder four people and slash the throat of a fifth. Somehow he managed to make his way to Ensenada where he joined up with *Illa Tika*, a boat owned by Owen Handy, and his wife Angelica, of Humboldt County.

The three of them and Owen's daughter spent a month sailing up the coast, and another month at Santa Cruz Island before Cooper's capture on July 31. Cooper's arrest did not stem from him being recognized, but as a result of his allegedly raping a woman on another boat in the anchorage.

Scott Lenox, a freelance photographer on assignment for Sailing magazine, was at Pelican Harbor when the arrest was made. He reports that a Coast Guard vessel entered the anchorage, carrying about 15 men armed with M-16's. Everyone assumed there was a big drug bust coming down. Over the hailer the Coast Guard vessel ordered everyone in the anchorage below decks. In the face of such weaponry compliance was quick and complete.

Then the occupants of Illa Tika were ordered to come on deck with their hands up. It was then that Kevin Cooper attempted to swim away, aided by the fact there was a boat between Illa Tika and the Coast Guard vessel. Cooper was apprehended quickly however. Back in Santa Barbara the woman who claimed to have been raped happened to see a wanted poster for Cooper and immediately identified him as her assailant.

It was the biggest thing to happen on Santa Cruz Island since a Santa Barbara resident

was accused of trying to murder his wife there.

- latitude 38

# Dawn Patrol — Bristol 27 Tim Thomas and Mary Jo Dailey Heading West (Pete's Harbor, Redwood City)

Dreams do come true — with perseverence beyond the realm of reason and a lot of help from our friends! That's what it's taken us to finally realize the start of our trans-Pacific dream. And that's not even mentioning the confidence obviously reflected by this dockside writing!

We're planning a run down the coast to San Diego where we'll then say good-bye to Mark Medders. Mark was an instigator of the trip, who has nonetheless opted to stick around on Maggie's farm. By San Diego we should have the bugs worked out and all systems smoothed for a paradise passage par excellence.

Recognizing everyone who's put energy into this project would be a mammoth chore, but we'd like to at least make an effort. Of course there is the innumerable family and friends without whom we'd still just be dreaming! As a good luck measure we'd lke to prematurely thank our navigation instructors Frank Potter and Fred Lavian for the safe landfall we're assuming. Tracy and Barbara deserve special thanks for the use of their liferaft — which we plan to return 'as is'.

Many other names to thank escape us now, but the good people at Tradewinds, Baliwick, C&G Marine, West Marine Products, as well as Al and Pete's Harbor have all played a big part in making this lifetime fantasy become real.

Thanks everyone! Aloha.

tim and mary jo

Samba Pa Ti — Columbia 30 Rob and Lorraine Coleman Puerto Escondido, Baja



Dawn Patrol, sailing at noon.

### (Berkeley)

Today is August 1 and we are anchored in Puerto Escondido with 46 other boats. The weather is gorgeous, and hurricane Henrietta is well on her way out to sea. We have had one cyclone after another, but fortunately they keep heading out to sea. The first one, Adolph, was not only extremely early but also hit mainland Mexico. Every one after Adolph has behaved normally for this time of year, although they kick-up a lot of tropical moisture.

One bad thunderstorm — I believe the Mexican's call them "cordonazos" — hit Escondido in early July. Fortunately we were in San Juanico and storm ready — dinghy secured on deck, etc. Escondido didn't fare as well. From talking to other people, I found out that the wind blew 60 knots for about an hour and a quarter, with hail and torrential rain. Six boats dragged, some into the mangroves and rock. There was no serious damage, but lots of canvas was shredded and several wind generators wrecked. All six boats had been left unattended.

As I mentioned, we were prepared for it and luckily only had a little rain and 35 knot winds. No problema. The "cordonazo" was spawned by Dalilia, which passed less than 300 miles from Cabo. Scary. We have spent a lot more time inside Escondido this year because of the clouds and moisture. I never knew dry Baja could look so green and pretty.

Not much else is new down here. Prices are going up. Water is still only occasionally available at the beach. No work whatsoever has been done on the docks. Maybe they will wait till a hurricane demolishes them and start over again. The diving is still superb, with seafood every night. The average temperature in our cabin is 95 degrees, not too bad at all.

This is really late, but the Latitude 38 coverage of the Clipper Cup in Hawaii was fantastic! I mean it. I meant to write you about it earlier.

Mucha gracias to good friend Jack Ronalter for his great piece on anchoring in the hurricane. We need more info like that. He never did mention what the bottom was like though. Sand? Coral? I sure hope we don't have to go through anything like that here this summer. The empty boats scare the hell out of me. Maybe we'll head up to Bay of Los Angeles. Who knows?

- rob and lorraine coleman

### Broad Reacher — Freedom 28 Al MacDiarmid et al Port San Luis, California (Alviso)

On July 11 the Freedom 28 cat-ketch Broad Reacher sailed out Alviso Slough on one tack to start a one-year leave of absence for its owner from IBM. Skipper/owner is Al MacDiarmid, crew Doug MacDiarmid (21), son, and Jinks Hargrove. We worked our way up the Bay testing all the "improvements", like new Monitor vane, no propellor drag, towing a dink, etc. Sunday we took friends for a daysail. Jinks had a heart attack

# IN LATITUDES

and was hospitalized, delaying the start about a week, and reducing the crew to two while she recovers. She is expected to join later for a limited time.

After Hans of Scanmar Marine did his sea trials of the Monitor, we finally tacked out the Gate on July 26. We are now in Port San Luis, having made stops at Pillar Point Harbor, Santa Cruz and Morro Bay. Morro Bay YC now charges \$10 per day at the dock, \$8 at a mooring, with \$1 off for reciprocal yacht club members.

Our second catastrophe (Jinks being number one) was when the dink capsized and acted like a diving lure, effectively sinking it. I cut it loose as I could not get it righted or

Future plans are to be in Oxnard during August, San Diego from mid-September to Halloween, then we'll follow the fleet to Ba-

Projected return date is after the Cinco de Mayo festivities. Return to work is July 9, 1984. Cruising days left, 342 — this time!

- al and doug macdiarmid

### Let Cooler Heads Prevail With a Solar Powered Bonnet

Those who have only sailed chilly Northern California waters may well believe that the only purpose of sailing headgear is to ward off the cold. Hard as it may be to believe, there are some areas of the world where sailors require headgear to ward off the sun. In such cases the Bay favorite, the old wool bonnet, is just not satisfactory.

So what to wear on those searing, still days in the tropics that make you feel like passing out? We recommend the pith helmet pictured here. Now we've all seen our share of pith helmets over the years, mostly on actors wearing khaki shorts portraying English colonialists. But that was back in the Stone Age when such sun hats were made from the dried pith (hence the name) of the East Indian sola. The pith helmet pictured above not only keeps you much cooler than the



Will, solar powered hat in hand

older kind, but is also "technologically correct"

What makes the new pith helmets so superb is that they lower the old thermostat in not one, but two ways. Like the old helmets they passively prevent the sun from singing on your cranium. But these new ones also actively direct a soothing cool breeze at your overheated brow. This is done by means of a built-in fan, which is powered by a small solar panel mounted on the top of the helmet. During cloudy days a small penlight battery can be inserted to power the fan. Ooh la-la!

For those who really want to drop the thermometer, you can dampen the helmet's sponge headband and turn on the fan. Imagine the chill factor!

Of course new technology always has its price, and in this case it's a nifty \$90! But if you gotta be cool, you can order the hats from Will, the man pictured above, care of the Harbor Point Racquet and Beach Club, 475 East Strawberry Drive, Mill Valley, California. The zip is 94941.

— latitude 38

### Domingue - Yankee 30 Jim Cate and Ann Taunton Kaneohe Bay, Oahu (San Francisco)

What's this, a communication from Jim Cate not about singlehanding? Yep, we've turned cruiser with crew Ann Taunton. Dominique had a 16½ day sail to Kaneohe Bay. Tropical storm Gil tracked us the last week of the passage, but was only 30 knots when he caught up!

Kaneohe YC is a primo spot — very hospitable to visitors. We're off to Kauai soon, then the dreaded trip back to 38-land. This sure beats singlehanded ocean racing!

– jim cate

### **Spindrift** Sean Holland Newport, Rhode Island

I recently arrived in Newport, Rhode Island from Bermuda after the winter season in the Caribbean. Some of the west coast cruiser's we met along the way included Sea Tease II, homebound for San Francisco; Nomad from Seattle, Galen II from San Francisco and headed west for the Azores; and several California couples chartering in the Virgin Islands.

Your coverage of the Cabo disaster was far and away the best we saw. As a former crew on J.B. Express, I enjoyed the coverage of her round trip to Monterey via Santa Barbara. We also enjoy your excellent coverage of west coast information - we sometimes have to sail in the dark about what's happening back home.

- sean holland

### Santa Barbara News

It's not how it used to be. Santa Barbara Harbor used to be one of the calmest on the coast, a really great place to rest and recuperate after the long haul down the coast from San Francisco. But no longer.

The 1,009 berth marina rocks and rolls in

# **CHANGES**

the fashion of Pier 39. Storms last winter shoaled the harbor entrance, and some folks feel too much sand was removed during the dredging. Whatever the cause, an unprecedented surge rolls through the harbor on even relatively calm days. In several parts of the harbor it is mildly unpleasant to even sit on a boat at the dock. In one part of the harbor waves wrap 180 degrees around the protective bulkhead, ricochet off the breakwater, and smash back into the following ones. It's great!

However some improvements can be expected in the future. On August 8 Cal Boat approved a \$1 million loan to help reinforce the beleaguered bulkhead that protects the inner harbor, and make other repairs. Actually what's needed is another breakwater,

always used to be free; now it's 50 cents for 30 minutes, or \$2 for two hours and up. The parking folks are on guard 24 hours a day, too. If you're getting supplies for a boat it can add up to an annoying amount of money. Nowadays they even charge you to drive out on the wharf.

This certainly isn't going to deter many people however. Santa Barbara's is one of the busiest harbors on the coast, and probably more people liveaboard/sneakaboard there than any place.

Those folks that can't get into the harbor—there is a waiting list years long for the unusually inexpensive berths—often anchor just to the east of Sterns Wharf. It rolls a bit there, but during the summer there are usually about 50 boats anchored out, enjoy-



re-accustomed to the calm of the harbor. If you pull into Santa Barbara this year, you won't have any acclimatizing to do.

– latitude 38



The surf inside the breakwater at Santa Barbara.

one which would also expand the capacity of the popular, but filled-to-capacity harbor. We're told chances of that happening soon are slight. Budgets are tight everywhere now, and all the marina profits of the past were siphoned off for other municipal projects.

Actually there seems to be a bit of a money grab going on along the Santa Barbara waterfront. Parking near the harbor ing the best scenery along the coast. Wintering at anchor is not advised; even Richard Henry Dana warned against that in *Two Years Before the Mast*.

Usually when you make the three-day sail down from San Francisco to Santa Barbara, it takes you a few hours for your body to get

### Malolo II — Mariner 31 Sam and Virginia Quinan Wilmington, North Carolina (Squaw Valley)

Bob and Susie Thomsen — congratulations on the schooner, *Etesian* — sent us a copy of the article "Cruising Central America" in which Warren Stryker on *Dulcinea* mentioned us with erroneous information.

My husband's name is Sam, we are on a Mariner 31, and we were in Nicaragua in May of 1981. The rest of the information is close, but not totally accurate. Our transom reads, Malolo II, San Francisco, but we are actually from Squaw Valley, California, and great fans of Latitude 38. We were not hugging the coast of Nicaragua, but we had been in a five-day storm which kept pushing us to the north. We were headed for Bahia Elena, Costa Rica, but ended up outside of San Juan del Sur just at twilight.

Bahia Elena was not a place we wanted to enter on a moonless night, and after fighting the weather, being hit by a whale, and being plain wiped out, we made the decision — a poor one — to go into San Juan for the night instead of going back to sea. We had also

# IN LATITUDES



Wet and wild! Swimming in warm cruising waters is soooo sensual!!!

talked to someone in Acapulco who said they had gone into Nicaragua with no problem. What we did not know, was that we entered the harbor the day after the Serena and Lanie and Jamie had escaped the Nicaraguan gunboat.

The minute we dropped anchor, a gunboat came out, two armed men boarded us, and convinced Sam that the Port Captain would like to talk to him — now! He was interrogated for about six hours, but most of the time was spent trying to understand each other's language. Sam said we came in because we needed fuel — we didn't. They said that they would let us go tomorrow — they didn't. For the next five days we were on our boat, bouncing in a very rough anchorage and being told "manana, manana"!!We had been told that we could go into town but we chose not to.

Finally on Saturday morning we were told that we could leave on Monday when the Port Captain returned. At noon an unmarked helicopter flew over us and hovered. The Nicaraguans shot at it. Fortunately, for us underneath, they missed. Fifteen minutes later, the gunboat returned and took us both off our boat. For the next twenty-four hours, we toured inland at gunpoint in a military truck. We were dropped off about 80 kilometers from the *Malolo*, and told that we

were free to go. They left us with our armed guard. We hitch-hiked back to an army barracks, 18 kilometers from the boat, were fed beans and rice, slept on a ping-pong table, made an unsuccessful "escape" in the morning, were fed more beans and rice for breakfast, were driven back to San Juan del Sur, and finally were released after we paid about \$10 for our zarpe.

In retrospect — although it was a frightening experience — we were treated courteously — especially by the lower ranking soldiers. They thought we were "FBI" (CIA??) agents and part of an invasion plan. They could not believe that anyone could be so stupid to just arrive on their doorstep. They really did not seem to know what to do with us.

We are currently in Wilmington, North Carolina, getting ready to leave for Cape Cod; then the Chesepeake in the fall and the Bahamas this winter.

şam and virginia quinan

### Daedalus — Saas 46-ft cutter Carol Lovell and Fred Saas Elberta, Alabama (Pete's Harbor, Redwood City)

We left our slip in Pete's Harbor on December 31, 1982, in the 46-cutter I designed and that we built ourselves. We arrived in Pirates Cove, Alabama, on June 15, 1983.

Each day finds us swimming in the bayou, enjoying the white sandy shores and the wild forest. We've enclosed a picture of the world's largest mahi-mahi. The lure was a shiner made from a strip out from a Pepsi can.

fred and carol

Fred and Carol have enclosed a long log of their voyage, we hope to excerpt in the months to come.

### ChartGuide to Southern California ChartGuide Mexico West

Cruisers leaving this winter for southern



Daedaleus' big dolphin, a rendering from a color photo.

waters ought to seriously consider purchasing both of the above-mentioned large format books. Both are exceptional bargains.

# **CHANGES**

The ChartGuide to Southern California has exact, but scaled down, reproductions of nearly all the NOAA charts for the waters between San Luis Obispo and Ensenada, as well as the offshore islands. The 14"x20" spiral-bound Guide is 70 pages long and packed with paragraphs of useful information on anchorages, hazards, fishing, diving, and best courses between destinations. There is a color chart of all the mammals to be found in the area, as well as tons and tons of other worthwhile material.

Th ChartGuide to Southern California costs \$25 by mail from ChartGuide Ltd., 300 N. Wilshire #5, Anaheim, CA 92081. However you may want to look for it in your nearest chandlery or bookstore; some of them sell it at a slight discount.

We've used this *ChartGuide* for the last six months, and although it takes a while to get used to the layout, have found it well worth the money. Its small size makes it particularly

packed with all the important charts from San Diego to Guatemala, and all the offshore islands. In addition there is a special big section on the Sea of Cortez, with many special charts made of the popular anchorages. As with the other ChartGuide, there is a wealth of information on where to anchor, dive, fish, as well as notes about weather and hurricanes, basic Spanish, best courses, tips on radio useage and paperwork — a whole wealth of information. Just about everything you need to know to go south of the border, and all in a nice little package

At \$41 a shot, this may seem like a lot of money. But if you go and price the charts individually, or try and find the ones that are long out of date, then you'll begin to appreciate the value. And the beauty of it is that all the charts are in one spiral book, easy to find and stow, yet hard to lose.

You could get by in Mexico with just these ChartGuides alone, although for a better



convenient for the smaller chart tables found on most recreational boats.

We were delighted to learn recently that ChartGuide Ltd. has recently come out with a sister publication, *ChartGuide Mexico West*. This baby is 76 pages long and is

Isolated Isla Isabella is in the ChartGuide Mexico West

visualization of the 'big picture', we still pick up one or two of the other NOAA charts. The ChartGuide to Southern California



and the ChartGuide to Mexico West — we at Latitude 38 recommend them heartily!

- latitude 38

### Peti Babe — Alberg 35 Richard Perenon Honolulu, Hawaii (San Francisco)

I am writing this to let other boaters know some of the problems I have had in outfitting our boat for a three to five year cruise.

I will be the first to admit that I have a lot to learn and that I have learned a lot so far. I have had small boats in my youth. Was in the Merchant Marines during the 2nd World War. Also worked for Harbour Tug and Barge on San Francisco Bay. Our present boat we have had for ten years.

Now comes the bad news — in the process of outfitting our boat we have purchased over \$20,000 worth of merchandise from local, mail order and group membership

# IN LATITUDES



... while crowded Avalon is in the ChartGuide to Southern California.

outlets.

First on the list are flares. After purchase, I opened the box to find the date marked on flares to be five years old. No marking on the outside of the box.

Purchased 12 gauge flare gun/Loc/Alert to conform to Coast Guard. Upon survey for offshore trip was told 25 gauge needed. Now have both.

Ordered new life raft. Upon service one year later found out raft was two years old upon purchase (manufacturer date) so water and batteries, etc. were three years old upon service.

Purchased two EPIRB shelf life six years on batteries. One had two years, other three years. The EPIRB and life raft were last minute items, as I wanted them new for trip. Didn't expect to have to pay \$100 plus dollars for service on raft that's brand new.

Halon Auto fire extinguisher. Some can be serviced, other type has to be sent to factory. You guessed it. Mine has to go to factory. If out in the boonies, out of luck. Also to check out — has to be weighed. How many boats have scales onboard? Had to go to a deli to get it weighed, as local fire extinguisher company didn't have scales either.

Last but not least — Sat/Nav. It was two years old according to manufacturers date on set. All these items were new — I can't deny that. But the batteries in raft and water etc. is something again. If raft is over a year old you should be informed. Also batteries to EPIRB should be as close to shelf life as possible. As to flares, I would hate to have to have my life depend on a five year old flare. Like I said earlier, I have a lot to learn. And before buying anything, I read about it first. I will say one thing and that is that all of the above items work.

Despite all of this I feel that our boat is outfitted adequately and we have made it down the California coast from San Francisco to San Diego and after a two-week stay, we made a 19-day crossing to Honolulu.

. We will cruise the Islands for a year before heading south.

Richard Perenon

### Wind Tree — Golden Hinde 31 Harry Hinz, Nancy Araujo Alameda again

Whoopee! Our last stop-over in Honolulu, at Aloha Marine at the Ala Wai, had for us the latest copy of Latitude 38 (July '83). What fun to read about some of the friends we met along the way on our cruise: in New Zealand — Jim Mercer and Pat Wilcox on Just Us; in Tahiti — Doug, Joan and Craig Rumrill on Delphinus; and Jack Ronalter on World Citizen; in Hawaii — Harry and Kurt Braun, Wings; and Ugo Conti on Emteess, pls many more. Looking back, we not only liked the new places we visited from San Francisco to New Zealand and back, but



Nancy Araujo at the ham mike.

almost liked meeting and making friends along the way even more.

Now we're back here in Alameda, and can

# **CHANGES**

tell you a little about our trip. Our "South Pacific Dream Cruise" — not just the 'milk run' — first took us to Newport Beach, San Diego, Marquesas, Societies, Tonga, Fiji and New Zealand. It was a hustle making it to New Zealand by December's South Pacific hurricane seas, but it was worth it!

The last leg from Fiji to New Zealand turned out to be also fun. Twelve yachts left mid-November from Suva, Fiji to Opua, Bay of Islands, New Zealand, in a "Wine and Cheese Race". Anyone taking the race seriously would be disqualified, and the winner had to buy the loser a bottle of booze. Congratulations to the brains of this madness: Jim Innes on *Cuckoo's Nest* and Helmut Pedersen on *Danish Pastry*. Jim was also the founder of the Victoria-Maui Race.

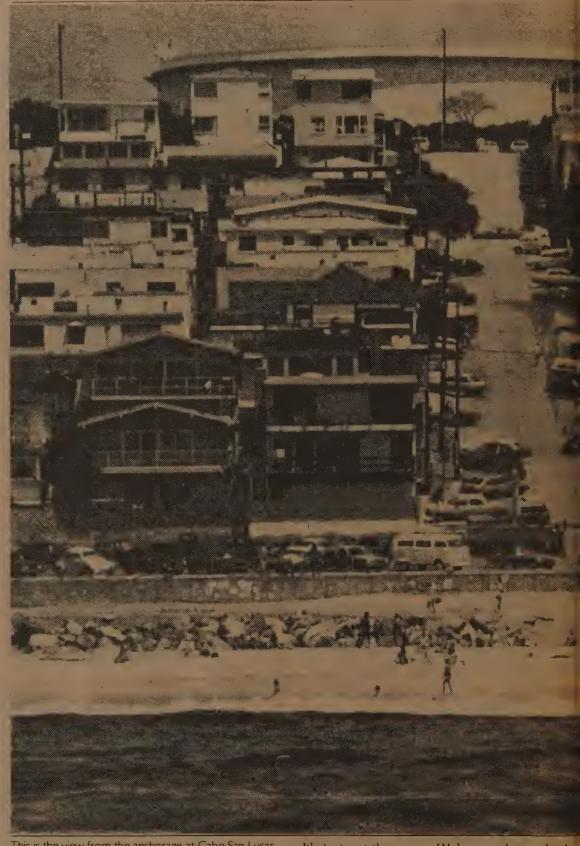
In New Zealand we cruised up and down the North Island's east coast, stopping in many harbors and bays along the way. With luck and good friends we found our yacht haven in Westhaven Marina, Auckland. There we could safely leave Wind Tree while touring North and South Islands in a camper van.

Those four months spent in New Zealand were the highlight of our dream cruise. Then at Easter we set sail back to Tahiti, with a side trip to one of our favorite islands — Moorea. Mid-May and we were off to Hawaii and mid-July for San Francisco.

Returning from New Zealand we sailed from Auckland-Tahiti/Moorea, Tahiti-Hilo and Honolulu-San Francisco — a distance of just under 3,000 miles each leg — with each taking a little less than four weeks. For R&R — Repairs and Rest — we stayed in Tahiti/Moorea and Hawaii, each time about four weeks also. Now how is that for consistency?

Waiting for us here back home now is another kind of R&R — Replenishing the bank account and Readjusting to a more drab and routine life. Was it worth it? You bet it was, and then some! Would we do it again? (Is the Pope Catholic?)!!

→ harry hinz (KE6RJ) — nancy araujo (KE6QI)



This is the view from the anchorage at Cabo San Lucas — in the year 1996.

Harry and Nancy — We sure hope you folks might want to stop by our Cruising Kick-Off party Thursday, September 29 at 6 p:m at the Sausalito Cruising Club. We know a lot of folks would like to pick your brains.

### **Cruising Notes:**

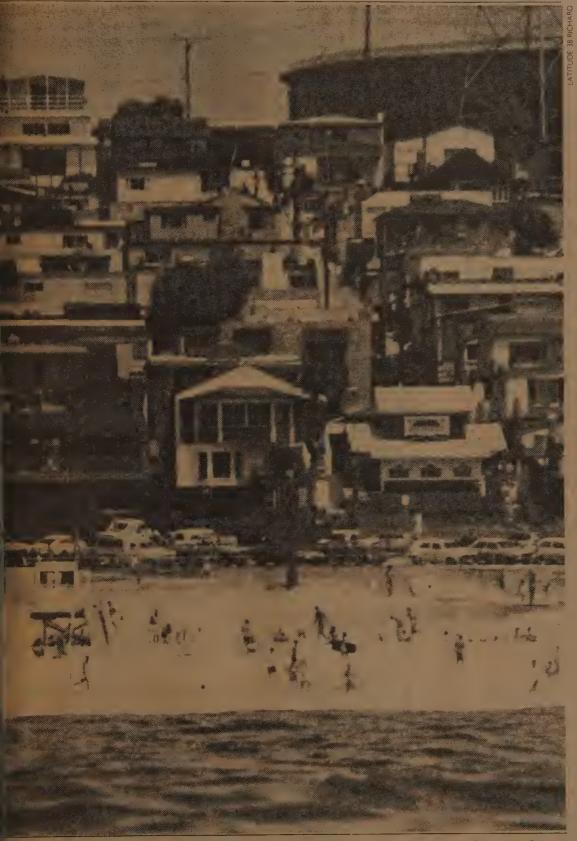
Peter Leth on the Freya 39 **Jazz** writes, "Greetings from Latitude 38 — in "Joisey"!

It's just not the same. We've nearly reached post-cruise depression, but are looking forward to our grand finale through Manhattan and the East River — 4 a.m. tomorrow! Can we handle the World Trade Center and the Harlem River after all this?"

Peter and companion Robin left Sausalito last November and have made it all the way through the Ditch and up the east coast. They plan on Denmark next year.

"Broken Boattles" Bob Jensen and his wife Gail will be leaving Northern California soon to winter in San Diego, and then make

# IN LATITUDES



the hop — assuming the cyclones don't return — to French Polynesia. Their boat is the Columbia 50 yawl, **Simoon**. The Jensens purchased *Simoon* in Tahiti about nine years ago and have put 60,000 South Pacific miles on her bottom. They are going all out this time, and will continue past Polynesia and New Zealand to go all the way around. They especially look forward to a stop in South Africa.

Former Oakland Flying Dutchman sailor Vicky Porter must be going soft. She's taking a leave of absence from teaching and taking

her Crocker ketch — long a fixture at Sausalito Yacht Harbor — south to Mexico, or so it's rumored. We recently saw **Najez** hauled out over at Cal Coast Marine, and she looked in better shape than ever.

If you're looking to go cruising, but don't have a boat, check out the Classy Classifieds. Lots of folks are going to try and help ends meet by taking on paying crew. We don't know all of the liability aspects — technically these are charters — but the opportunity beckons for swashbuckling.

One of the most interesting circumnaviga-

tion offers is on **Light Speed**, the brand new 60-ft ultralight Wylie design. According to the ad in our Classy Classifieds you can join the circumnavigation for about \$300 a month — even less if you're a cook. That's once the boat has completed this November's Long Beach to Cabo San Lucas Race — you can be a part of that, too — for just \$1,000.

Friday, July 29, George Jackson of Larkspur returned from a cruise to the South Pacific on **Le Embra** (although we don't know what kind of boat it is). George really got hung up in the Pacific High coming back from Hawaii, and the trip from Honolulu took 35 days. It was such a long time that family fears prompted the Coast Guard to send out a search plane. They spotted *La Embra* — near the Lightbucket, just ten miles from home. George thought that was wonderful of them, just as he's found it wonderful to be back after a year and a half in the South Pacific. He's got some cruising tips we'll be sharing with you in the future.

, Pat Wilcox, who along with Jim Mercer, was about to head back to San Francisco on their Coronado 45, **Just Us**, sent us a photograph of a gravestone people have placed on Suvarov in memory of its well-known hermit, **Tom Neale**. As the tablet says, "Tom Neale lived his dream on this island". A long-time good friend of yachties, Tom lived on Suvarov from 1952 until his death in 1977.

Our old friend, compass adjuster, delivery skipper and photographer, the redoubtable Douglas Wilde', reports that he's soon to be off to Saipan on the modern big schooner. **New World**. Doug will spend a few months there teaching the locals how to operate *New World* as a charter boat for the tourist trade. Where is Saipan, anyway?

Are you headed out soon? Please drop us a line and a photo for Changes in Latitudes. There's lots of people you'll be meeting on the way, and you can get to know them a little first in Changes in Latitudes. Our address is Box 1678, Sausalito, CA 94966.

# DONMINISS THE BOAY **Incorporate in Delaware!**

Boat enthusiasts across the country are setting up Delaware corporations to buy their yachts. Call or write for our free kit describing Delaware's unique tax and corporate advantages.

We provide confidential, quality service for boat owners, as well as documentations and registrations.



P. O. Box 484 • Wilmington, DE 19899 • (302) 652-6532

Sail THERE AND BACK AGAIN with the first Cross tri to circumnavigate without getting wet or becoming ill and for very little expense. The book recounts the adventures of the Sandstroms-parents, teenage sons, and seven-toed tomcat—on their 5-year, 52,000-mile journey. Reading the book you will experience the "togetherness of life in a 40foot box," sail "the long underwear route to Tahiti," visit idyllic South Pacific anchorages, explore ancient cities in the Med, make a record-breaking Atlantic crossing, and finally, transit the Canal and return to Anduril's home ocean. In 200+ pages and photos, your tour includes excursions to the Peruvian Andes and the highlands of New Guinea plus practical information about heavy weather sailing, dealing with government officials, and getting a boat off a reef.

Pre-publication price of \$12.50 (Cal. \$13.31) to Earendil Press, 1958 Manzanita Dr. #7, Oakland, CA 94611, reserves your copy.

# FLECKSER & ASSOCIATES

INSURANCE AGENCY, INC.

INSURANCE COVERAGE FOR: SAILING & POWER YACHTS **RUNABOUTS** 

CHARTER YACHTS SAILING ASSOCIATIONS MARINA OPERATORS **BOAT DEALERS CARGO** 

(415) 261-5000 31 EMBARCADERO COVE, OAKLAND, CA 94606

# **WAYNE MARINE**

1210 BRICKYARD COVE ROAD POINT RICHMOND, CALIF. 94801 415-237-9602



# Put Your Boat's Name ON YOUR CAR ON ITS OWN TRAILER

WITH THE

ONLY \$17.99 plus \$2.50 s&h
FOR A SET OF TWO (ONE ONLY - \$1299 plus \$2.50 s\$h) A Personalized License Plate Holder Made in the U.S.A. of Strong ABS PLASTIC. IT CARRIES A MESSAGE OF UP TO 30 LETTERS & SPACES. SEND YOUR NAME, ADDRESS, ZIP & PHONE TO: SPARKS PARTS, BOX 1942, SAN LEANDRO, CA 94577. FOR FURTHER INFO, CALL (415) 534-6902

ALLOW 2-3 WKS FOR DEL., NO COD'S. ORDERS SHIPPED UPS.

"IN BERKELEY"

# **Brennan Boat Supply**

5th & University Ave. (415) 845-4815



### SEA EAGLE INFLATABLE

\$179.00 8' Raft 255.00 9½' Raft ... 300.00 225.00 289.00

11' Raft . . . . 495.00

# COVERS MARINE -- INDUSTRIAL



## HAYNES SAILS

A FULL SERVICE SAIL LOFT

70U WOODLAND AVENUE SAN RAFAEL, CA 94901 (415) 459-2666

SAN FRANCISCO BAY

all manner of custom bow rails stern rails gates stanchions taff rails davits



bridge rails hand rails ladders radar mounts towers tapered stanchions

718 Kennedy St., Oakland, CA 94606 (415) 436.5262

# CLASSY CLASSIFIEDS

**Classified Advertising Deadline:** 

20th of the Month Prior to Publication

- \$15 for a personal ad of 40 words
- \$30 for a business ad of 40 words
- Mail your copy and check to:
- P.O. Box 1678, Sausalito, CA 94966

 Sorry, but due to a tight deadline,
 we cannot accept any changes or cancellations after submitting ad

### LET'S TALK

1979 Cal 31, excellent condition, for sale, trade, rent, or shore. Boat or real estate east of Rockies ideal. I will make you a good deal. (404) 875-2000, P.O. Box 20265, Atlanta, GA 30325

### SAN FRANCISCO TO TAHITI

Chance of a Lifetime Learning Vacation
On October 20th, depart San Francisco Bay and cruise with
us to Tahiti. The Americana Coastal Cruising School is now
booking 8 berths only aboard the 45' Hardin ketches,
"Americana" and "Adventure".

Interview required so call now (415) 924-9733 Stop dreaming about it and do it!

### CATALINA 27

Superb cond., ready to sail! VHF, k.m., d.s., compass, i.b. gas eng., AC shorepower, battery charger, pres. wtr, stove, jiffy reef'g, boom vang, and MUCH more! Color-coordinated white/blue. Berth avail. \$18,500 (408) 255-1388, 354-1754

### ATKIN "GRETCHEN" SLOOP FOR SALE

18'x6'x2'2", mahogany on oak, lead ballast keel, needs caring owner to complete interior and rig. Myron Spaulding, Ft of Gate 5 Rd., Marlnship, Sausalito, CA 94965 (415) 3 3 2 - 3 7 2 1

### FOR SALE

2 Barient no. 28 bronze winches — new, never used, 40% off !ist price, \$1,200. 1 coil 600' 5/8'' dacron yacht braid, new, \$350. Call Dorade/Keefe 924-0881(h), 885-2700(w)

### BALBOA 26

Very clean with jib furling, Evinrude 9.9 E, full canvas cover, trailer. \$14,000. Evenings (415) 943-1808 or (916) 777-5352 Sat/Sun

### ISLANDER 36 - 1978

This fine example of the most successful 36-footer cruiser/racer ever built (so far over 630 with about 200 in the Bay) is for sale at \$68,500. Whether you go family cruising in luxury or challenge your skills in one-design racing, she takes to the Bay's summer westerlies quite naturally. Her incredible open expanse of cabin features acres of teak, carpeting and full size settees. She is offered fully equipped including the most reliable Perkins diesel, electronics, wheel steering, self-tailing Barients, hot/cold pressure water, shower, CNG stove with oven, ground tackle, safety gear, radio/cassette stereo system, automatic battery charger, RDF, VHF, and much more.

Call today for additional information
Bernd (415) 397-5500(d), (415) 479-0837(e)

### **CRUISE READY ALBIN VEGA**

Swedish design and construction make the VEGA an exceptional cruising yacht at an exceptional value. Equipped and ready for cruising the Bay or the World. "Phaeton" has VHF knotmeter, fathometer, Volvo diesel, forced air diesel heat, full ground tackle, dodger, dinghy, clock and barometer, and many more options too extensive to list.

By Owner: \$24,900 (415) 521-4346

### 1971 CORONADO 23 — GREAT FOR BAY/DELTA

Fully equipt w/trlr, 6 hp o.b., d.s., compass, k.m., am/fm stereo, 110v shorepower, stove, head, sleeps 4. \$5,500/best offer. Berth avail. (415) 347-0757(d), (415) 591-6856(e)

### "PELICAN"

This is a well-built 12-ft sailboat designed for baysailing year-round. Complete with rig, sails, and trailer, great condition, must sell.

Contact Terry 332-3358 (reasonable)

### **YACHT REPAIRS**

•Woodwork •Commissioning .
•Structural Repairs and Modifications in Wood, Fiberglass or Steel
•Gel-Coat and LPU Paint Spraying
MARK CENAC (415) 332-9100; (415) 388-0560

# Sleep abcard, then sail through the day on the Monterey Bay. Group champagne cruises as low as \$49.50 per couple. Entire weekends start at \$195.00 per couple plus special weekly rates. Make your vacation a special occasion. Call (408) 475-3433



### **FARALLON CLIPPER**

38-ft sloop, 1949 Stephens Bros. Classic Equipped, Beautiful Condition, Sacrifice at \$35,000/cffer KERMIT PARKER YACHT BROKERAGE (415) 456-1860

### LATITUDE 38'S CRUISING KICK-OFF PARTY

It's free, it's unstructured, and it's open to everyone. It's Thursday, September 29th from 6:00 to 10:00 p.m. at the Sausalito Cruising Club at the Foot of Napa Street In Sausalito. See *Changes in Latitudes* for details.

### **DOCKSIDE YACHT REPAIR**

Fiberglass, Equipment Installations Carpentry, Electrical, Plumbing Mike Doyle 479-4489 ext 290 / leave message 8-7

### **COMPASS ADJUSTER**

oriac

Available for Yacht Deliveries

DOUGLAS WILDE

(415) 332-7989

# Sea Berthscustom bedsheets for your boat 415 775-5154

### HARBORMASTER'S SPECIAL

The Island is under new management and is offering great deals to new renters.

Call us today!

1200 Brannan Island Road, Isleton, CA 95641

(916) 777-6084

### **COLUMBIA 2611** HONEY'S MONEY II MARINE WATER HEATER See Pineapple Ad, April '83. New rigging, custom boom, 7.5 **CLASSIC SLOOP FOR SALE** Dickenson Paragon stainless steel 10 gal. with 120 v and Merc., boat cover, all sails less than 3 yrs old, 3 jibs, tri-Ed Monk 25, 1947. Cedar on oak, beautiful little boat, in exengine heat exchanger. Never used, still in original carton with 5 year warranty. \$300 value. Will sell for \$175. radial, k.m., compass, d.s., custom cushions. \$15,000cellent condition. No rot. Fully set-up for local cruising. Nice (415) 828-0491 Bay boat. 8.5K. (707) 643-6330 **ERICSON 35' SLOOP, 1976 CAPE DORY 36** '80 CATALINA 30 - LIKE NEW Super clean, 4 sails, whiskerpole, self-tailers, singlehand, 1983 model. Perfect condition, \$92,000. Factory options: Loaded with extras: stereo, VHF, k.m., d.f., windspeed, wind Atomic 4, whl & tiller, ridged dinghy, 3 anchors, CNG stove, 110 shorepower, CNG stove. Additional: custom made direction, Macerator pump, pedestal steering, diesel and press. wtr., shower, ladder, 4 new Diehards, charger, am-fm sails/covers, VHF, log, ground tackle, safety equipment. much more. Must see to appreciate. Embarcadero Cove. cassette, depth, knot, log, VHF, A-1 lv. bo. Must see Call (415) 591-4879 evenings Great buy at \$36,500. Call Carl (415) 532-6846 \$48,000/offer. 420-9547 CAL-24 **INTERNATIONAL FOLKBOAT 26'** TRADITIONAL GAFF KETCH See at 5th Ave. Marina, Oakland, CF1977EA. 4 sails, jib furl-1978 fiberglass sloop built in Sweden by Marieholm. Excellent bay/offshore boat with full keel, VHF, inboard diesel, U.S. built Angleman design. Finest craftsmanship and ing, Johnson 6, compass/knotmeter, gel coat & keel bolts exmaterials, comfortable and seaworthy, this one-of-a-kind cel. 2 anchors, sail cover. Sleeps 4, 10' surfboard incl. dual batteries, lifelines, dodger, teak interior and upwind cruising yacht is for a sailor who appreciates tradition and (415) 532-1497 \$5,500. Berkeley berth. Must sell \$19,000. David 758-6444 quality, \$60,000. (415) 453-4720 (M,Th,F) day. Sarah FOLKBOAT — US-24 MacGREGOR / VENTURE 25 **ARIES WIND VANE** "Kaper" is lovely, fast, and in excellent condition. Her mast Mint condition — trailer, motor, knotmeter, compass, many was stripped & refinished this summer, her full cover is new \$1,000 extras. \$6400. this summer, deck and topsides are newly painted. And she Ken (415) 837-1399 (408) 736-7176 sails like a dream. \$8,000. (415) 229-4322 RANGER 23' 38' YACHT TRAILER 1963 27' WOODEN SLOOP Race and cruise equipped, in excellent condition, well-Air brakes, 5th wheel for truck, elec. lights, 8' beam, 26' Beamy, stainding headroom, Yanmar diesel, new paint & varoutfitted w/7 winches and all control lines led to cockpit. keelwell, 8 supports & adj. screwjacks, heavy duty axle & 4 nish top & bottom, full galley, enclosed head, new Pineapple North racing sails (main, jib, spinnaker). Two extra suits wheels, adj. dolly. \$8000 value for \$4,000 or trade for car. jib, sailing, rowing, motoring dinghy w/5 h.p. Seagull. cruising sails. Sausalito berth. 355-5831 \$13,500 (707) 838-7744 **CORONADO 25** 1982 MERIT 25 **ERICSON 23** F/G family cruis'g boat, slps 5, good cond., recent survey, The best equipped Merit anywhere! Unfortunately, the owner Excellent condition, 2 sets of sails, interior like new. Trailrite suffers from a case of "gotta buy a bigger boat" syndrome. d.s., compass, stern&bow pulpit w/lifelines, 9.9 hp Evinrude dual tandem trailer. \$7500/offer. Will consider trade. elec. start, many extras. Coyote Pt. \$7,300/trade for smaller Call for details about this fun ocean and bay racing yacht. (415) 348-0491 boat w/trailer & cash. 347-5824 after 5 pm, San Mateo. (415) 835-2463 **CLASSIC RHODES 39'** HALF MOON BAY MOORING FOR SALE 1980 ISLANDER 34 - LOADED WITH EQUIPMENT Sausalito berth; replanked new alum. mast, s/s rigging 1977, Ideal for ocean sailing, #083 for 40-ft boat. 100 Danforth, Vane, autopilot, dodger, dinghy, ham radio, cabin heater, and new stern/transom 1982, 7' cockpit, lifelines & pulpits, Ship-40-ft 3/4, 120-ft doubled 3/8 chain, buoy, etc. \$1500. much more. Just returned from Hawaii. Includes a Monterey mate L.P. stove/oven, s/s sinks, sleeps 4, 65 hp Universal. (408) 266-7475, after 6 p.m. Needs varnishing of cabinhouse. Reduced to \$39,500. slip. \$53,000. Phone (408) 624-8340 355-5831 LAPWORTH 36 **ERICSON "23" GREAT BAY BOAT** Fast cruiser, mahogany 36' sloop, 1958, excellent survey COLUMBIA 5.5 METER — SUPERB DAYSAILER Set up for singlehanding, three jibs, 6 h.p. outboard, VHF, 3/83, freshly reconditioned, new bottom paint, topsides, var-Race equipped — two sets of sails including spinnakers. plus extras. Berkeley berth. \$5995. days: 577-6084, eves: 563-1881 nish, canvas, 7 sails (North), diesel 24 hp Farymann, low (209) 931-6225 or (209) 334-3837 evenings hrs, much equip. Berth avail. Anxious to sell. \$29,000/b.o. 228-6704 COLUMBIA 26 MK II 34' GAFF CUTTER 45' KETCH — CUSTOM BUILT NEW ZEALAND Excellent condition, completely equipped: Headfoil II, 11 bags 4 cyl inboard, wheel steering, lots of equipment, great sailor with lots of character. Raced Master Mariner's 1983, Perfect world cruiser/liveaboard. 2 sleeping cabins apart of sails, deluxe interior, shorepower, VHF, AM-FM cassette, from large salon, 2 bathrooms, highest class timbers, gear & depthfinder, knotmeter, new 7.5 h.p. Mercury with electric Sausalito berth. \$6,500. extras. 100 h.p. Perkins dsl. Owner returning N.Z. now constart alternator. 8' dinghy. Call (415) 787-2771 eves sidering offers well below market. Asking \$14,500. Call 348-0491 (415) 686-6890 PROTECT & BEAUTIFY YOUR BOAT **ELECTRONICS TECHNICIAN** with a custom cockpit grate by Seafarer. Relocate to California-Santa Barbara/Ventura harbor, FCC lic & radar end, XInt oppor, Full-

(415) 483-5180 1695 Abram Court, Suite 101 San Leandro, CA 94577

## **WESTWOOD SAILS**

Fast, Well-Made Sails, Recutting & Repairs 331-7137 located at B&L Sails, I.C.B., Sausalito

### SAIL SAN FRANCISCO BAY

Charter a luxurious PASSPORT 40. Tour S.F. Bay and environs for half-day, whole day or overnight. Up to six persons per party. SERENDIPITY CHARTERS (408) 264-9005

time year round. Must be experienced marine electrician. P.O. Box 5286, Oxnard, CA 93031 (805) 985-0541

### HELP WANTED

Well-established, expanding full service boat yard is seeking two skilled professional employees. Specifically looking for someone experienced in f/g and gelcoat repair. Please send resume to: Attn Paul, 1 Spinnaker Way, Berkeley, CA 94710

### LIVEABOARD OR CRUISING??

We feature a complete line of 'new age' foods that requires no freezing or refrigeration. Not freeze dried. 10% discount on case lot orders, or become an independent distributor and earn \$\$\$. Ask for Jeff or Sandy (415) 339-2838, or (415) 521-9645

1981 J/24; like new. Four North sails, VHF, knotmeter, many Extras, fully equipped. Blue and grey hull with graphics. Alameda berth. \$19,750.00

Tom (415) 369-2900(w); (415) 571-1868(h)

Perfect for 26± full-keel boat. Purchased new in Jan.83 for one long haut. Six adjustable posts, tander extes, new 8-pty. tires, surge brakes. \$2000 or offer. Call (415) 653-9229 eve or leave message.

### SANTANA 22

1/3 partnership, \$6,000. PLUS (not or) maintenance. Call Karen 459-2672 or Herb 234-9030

### "SYRINX"

### 1983 MASTER MARINER'S MARCONI I WINNER

Classic 40-ft teak cutter Fast, canoe sterned, exceptionally strong. Built to Lloyd's A-1 specifications in 1936. Maintained by professionals ever since. Quality equipped throughout. After 14 years and 30,000 miles, we've moved ashore. Now it's your turn! Call Steve (415) 332-0506 (d); 459-8659 (e).

### FOR SALE: (2) NEW SETS GORTEX FOUL WEATHER

suits, med. 190.00 ea. (4) new 5 gal. fuel tanks 10.00 ea; (1) new 5 gal. o.b. fuel tank 10.00 ea; New type I PFD's 6.00 ea; (1) 9" new Bomar Prism 60.00; (1) stove exhaust ventalator 15.00; fire extinguisher. 530-5464 after 6:00 p.m..

### **MOORE 24**

Winner Corinthian Mid-Winters. Current leader Bay One-Design class. 2 years new. Full race equipment. New North 95% and spinnaker. Micron 22 bottom. Sausalito berth. 924-7134

### **ERICSON 27** — **EXCELLENT CONDITION**

Wheel, inboard. Quality Alameda berth. \$21,500 or lease with option to buy to take advantage of low interest, large balance loan. days 769-2095; eves 7 wkends 522-3956

### **ALBERG 35**

The Alberg 35 is one of the most solidly built, full keel fiberglass sloops that can be found on the new or used boat market. Ours is a 1963 hull number 66 with a diesel engine, wheel steering, Benmar Autopilot and a traditional layout. It has new standing rigging and a new teak toerail. It's in excellent condition. A bargain at \$37,500!!! At your request, we will mail you more details about the boat.

Call (415) 388-2811

### 18' DORY CLASSIC

West coast engine well, centerboard, gaff-rig. A real beauty, perfect for Rainbow 8ay and anywhere. See on Gate 5 Road in Sausalito. Call 332-3577.

### ANTIPODISTE

Farr 1/2 tonner - excellent condition, new Holse rig, new spinnaker and main, 13 sails, Loran, VHF, diesel inboard, life Call 457-0394 \$34,950

### "COPPELIA"

Laurent Giles Vertue 25 - built by Cheoy Lee in 1964. All teak construction and copper riveted. Volvo diesel rebuilt in '81, 8 sails including spinnaker, Hasler windvane, Avon life raft, Tillermaster autopilot, VHF, Sony multiband receiver, depthsounder, S.S. tankage and more!! She is a veteran of Mexico, Panama, Bahamas and has been maintained in bristol condition. Detailed information/extensive list available. \$29,900.

(415) 332-4142

### **RANGER 23 FOR CHARTER**

Fun and safe for the coming heavy weather (built-originally for MORA). Equipped to race or cruise. VHF, Johnson 6 hp, (415) 332-8734

### RANGER 33 — GREAT DEAL

for qualified skipper. Lease (1/3, 1/2, 2/3-time) this highly-regarded yacht for half present day costs. Fast, safe, seaworthy; every creature comfort and sailing amenity. Sausalito berth. Don Norwood, (408) 735-8511(e)

Rhenda Rogers, 200 Harbor Drive., Sausalito, CA 94965

### **KETTENBURG 40**

'61, outfitted for cruising, great cond. Aries, VHF, s/l windlass, Faryman dsl., 9 sails, instruments, Avon, 250 3/8 Campbell, 4 anchors, safety equip., navig. aids. Returned from S.Pac. July '83. Exc. survey. \$42,500. Derek 383-8465

### FUJI 32

Mexico vet, cutter rig, too much equpiment to list, equipped and setup for extended cruising, Pier 2 berth 631, Sausalito Yacht Harbor, or P.O. Box 1749, Sausalito, CA 94966

### **CRUISING COMPANION**

Masculine skipper seeking feminine 1st mate with cooking skills for 2-3 day cruises inside bay, weekdays, Sept.&Oct. Hanky-Panky not necessarily part of deal. Send photo and phone: Sailor, c/o: General Delivery, Mill Valley, CA 94941.

### CHEOY LEE OFFSHORE 40 YAWL '74

For sale by original owner. Beaut., fast f/g&teak cruiser. Tricabin, 2 heads, shower, skylights, s/s sink, 4 cyl dsl (115 hrs), 100 gals wtr., 65 gals fuel, alcohol stove/oven, VHF, RDF, compl instruments, roller-reef'g, etc. Immac maintained. \$77,000. (415) 388-3518 morns/eves

### 1982 — 25' FIBERGLASS SLOOP

Stoltz design (British Columbia) 24'9"x7'6"x4'; fin keel Koa & Cedar interior, hatches and rails; well made, good looking and handling, \$18,500.

Greg (408) 475-9245; (408) 688-4771 in Santa Cruz

### **BOAT WANTED**

Partially completed 35'-38', steel preferred. Fiberglass considered if heavy construction. Will also consider vessel needing repairs. Send details to Ray Selle, P.O. 80x 8247, Santa Cruz, CA 95061.

### PEARSON 23C

Rigged like a big Laser ... only comfortable! Guaranteed monthly income from excellent leaseback agreement with Club Nautique, Alameda, Many extras: k.m., d.s., comp., VHF, o.b., sail cover, Mariner Sq. berth. Must sell! \$19,950/b.o. Call Rick after 5:00 (916) 782-6978

### **NEWPORT 27-S**

1980, well equipped, maintained. 4 sails incl. spinnaker. Good Bay/Cruising boat. Custom awning. Depth, k.m., compass, VHF, i.b. Atomic 4. Sausalito berth. Selling outright \$25,000 or half-share.

(415) 924-7010 days / 461-7608 eves

### TAHITI KETCH 30' CRUISING EQUIPMENT

diesel auxiliary, 10 ton, Avon, 2 anchors, chain, fathometer, RDF, 4 burner stove with oven, refrigerator. Asking \$19,500. (408) 257-9862

### DRASCOMBE LUGGER Tradional 18'9"

trail and day sail boat built in England. 8eautiful, strong f/g const. Luggers have made notable voyages incl. Webb Chiles 'Open Boat Across the Pacific'. \$5,950. Also Drascombe Scaffie 14'9" good looking dbl-ended daysailor, \$2,950. 8oth mdls exc sail/row boats. (916) 481-3545 eves

### 24' COLUMBIA CHALLENGER

Good S.F. Bay sailer, large cockpit, head, galley option, sleeps 4. Also good racer (3rd in Nationals) w/active onedesign class. Exc. condition, new sails, spinnaker, many extras, berth. Must sacrifice. \$6900. 523-0680 eves

### 32' CRUISING YAWL (415) 254-8451

Alan Buchanan designed, 8ritish built w/proven Offshore capabilities. F/G, teak decks, Sabbstet dsl., Aries vane, Avon liferaft, Avon dinghy, 11 sails (4 new), 8arients, new instru., whi steer's, & more. Built equipt for offshore cruis's can be ready to go again on short notice. Easy to handle, makes good Bay/Coastal boat. Anxious to sell. Call for details.

We stock Fir, Mahogany and Teak Marine Grade Plywood: 4x8, 4x4, 2x8, and 2x4 sheets We also have 4x12 Fir Plywood ATERS SUPPLY (415) 365-7874 **80ATERS SUPPLY** 

### **VALIANT 40 FOR CHARTER**

Sail San Francis Bay in the must luxurious Valiant 40 on the West Coast. Named "Offshore Cruising Boat of the Decade" by Sail magazine. She is exciting to sail and beautifully equipped from autopilot to SatNav.

(415) 530-5464 after 6 p.m.

### MARINE PLYWOOD AND LUMBER

### **OLSON 40**

"SPELL8OUND" Available for Charter Fall Mexico Races, Kauai or Maui 1984 (916) 758-0700 or (916) 756-8297

### BRITE-YACHT MARINE SERVICES

\*Complete 8oat Waxing & Detailing \*Varnishing Fiberglass Machine Compounding \*Painting Call John 8entz at (415) 479-8659



### 32' DSL. MOTORSAILER

Monterey berth, 70 h.p. diesel, Harken roll furl, main and jib, hot&cold water, refrig., many extras. \$53,900.

Jim Irwin (415) 237-3251 Kelly Morgan (408) 375-2002 dlrs

### WESTSAIL 32 — MINT CONDITION

Aries, Tillermstr, 7 sails, 3-CQR's, 400'-3/8 chain & 500'-3/4 nylon, Saab dsl., Dickinson "Chesapeake", RDF, VHF, ham, d.s., sail'g dinghy, many spares, etc. Lvaboard slip avail.

Trade R.E. or will finance. Box 6040, San Diego, CA 92106

### FOR SALE: ULYSSES NARDIN CHRONOMETER

Le Locle (Suisse) by Poitevin-Duault on brass gimbels in solid mahogany box. 4" dia. in perfect condition & precise working order. Asking \$1,200.

Call after 5:30 p.m. (916) 362-7971

### MODIFIED KNARR 30

Imported with 2 cycle auxiliary. Self-bailing cockpit, raised and extended cabin, lengthened boom. Hauled and painted on 6/19. 2-boat owner. Make offer over \$5,000. Ron 755-4749 msg; 521-6486 eves.

### \$19,500 COOKIE

Mylar genoa, seven winches, New O/board motor and tandom axel trailer are only the high-lights of this superbly well equipped Merit 25. "Oreo Express' requires a new "cookie Stanley Kintz (415) 523-0391.

### TRIMARAN

25-ft, good condition, many extras. Will consider any trade, offers, or \$3000/cash. Call (707) 745-4106 evenings

### WYLIE 28' HAWKFARM COURAGEOUS

'76 f/g diesel racing/cruising sloop has done it all! 2'd in Class, 4th Overall in the '82 Singlehanded Transpac; ODCA, ASH, plus cruised Hawaii, Cal. coast, Bay and Delta. Eight. sails, VHF, KM/log, d.s., galley, head, sleeps six. Responsive, sophisticated and fast, yet easy to sail. Active Class. Boat and gear in excellent condition. I've moved up and need to sell so first 21K takes her.

Robbie 388-6167 eves

### 50' PIVER KETCH - SEE TO APPRECIATE

10 sails, custom int., Optimus-Princess w/oven, refrig/ freezer, Benmar a.p., Furuno radar, Loran C, WeatherBax, all band transceiver, full sailing instrumentation, Leyman dsl, all equip 11 mos. old. \$295,000. (415) 322-9100 Williams.

### 100% LEASE WANTED

33 to 39-ft sailboat sought to lease for six to twelve months by German with ten years sailing experience. Private party, berth in Marin or northern East Bay preferred. Call wk: Dave (415) 897-5284; hm: George (707) 996-6114.

### ARIES 32

Gillmer-design double-ended full keel sloop. Beautiful Bay and offshore cruiser; Sausalito berth. Excellent condition throughout. \$39,500. (415) 383-8215

### 1/3 INT. CLASSIC 40' SLOOP Price and Terms Negotiable. Art Chambers, (415) 441-0169

FOR SALE:

FRP sailboat hull with 1700 lbs internal lead ballast. Plans, materials, tools and hardware. Must sell. Call Pat: 849-2838, 621-7998, 631-0808

### 28' TRITON

Full keel racer/cruiser. Extensively customized for liveaboard. Depth, wind, knot, sum log, VHF, RDF, AM/FM. New LPU topside, extra sails incl. 2 spins. Lots more. \$18,500.

Steve (w) 974-2489, (h) 346-1528

### LIGHTHALL 13' "GIG"

XInt shape, complete w/sail, etc. & everything that comes with this custom made fiberglass rowing and sailing dinghy made in Santa Cruz. Baby-blue color. \$1800. (408) 688-8740

### 19-FOOT LIGHTNING

mahogany, with custom trailer, 2 suits plus spinnaker. 4 h.p. Evinrude. \$2300.00. Evenings/weekends (415) 583-5765

### 9'6" INFLATABLE HYPALON DINGHY

Floorboards, oars — \$400. Steering vane chronomarine hydrovane VX tilting head w/course control winch - use as an emergency rudder - \$4000 new - only \$1000. (408) 423-3398

### ISLANDER 36 — 1982 — LOADED

Dodger, teak whl, Hood sails w/MP-S sys, self-tail. Barients, V.W. Pathfinder dsl 42 hp, stereo, VHF, auto battery charger, Adler-Barbour refrig., Datamarine instr. Less than 10 hrs on dsl. \$94,000. (916) 488-5400(w); (916) 988-4379 aftr 6 pm

### **CHARMING MONTEREY**

We've had it three years and aren't using it enough. We want someone else to have some fun. 26', good condition. Converted Navy lifeboat, comm. lic. \$3,000. Call 332-9604

### PACIFIC SEACRAFT 25 — 1977

Excellent Bay boat, or with slight modification offshore cruising for two. Inboard diesel, VHF, sounder, and more. (415) 521-0952 Asking \$20,000.

### **BUCANEER 27**

1977. Shoal keel, E-Z Loader trailer, Volvo dsl., roller furling jib, wheel steering, aft cabin, very clean. Must sell \$14,900. Call (916) 488-5400 (work), (916) 988-4379 after 6 p.m.

### FOR SALE — GJOA — 50' CHEOY LEE

'62 sloop, \$79,500.00. Terms. (408) 356-4181, or Even. (408) 395-1396. Sausalito Pelican Harbour Berth.

### **ACAPULCO 40 CUTTER IN MEXICO**

F/G, launched '78, ready to cruise on south, loaded, 3KW gen., all dsl., \$75,000 firm. See at Puerto Escondido til Nov. or write "Kuchi", c/o: Capitania del Puerto, Loreto, Baja, CA Sur, Mexico.

### FOR SALE: 24' HERRESHOFF DESIGN SLOOP

Fir on oak, alum. mast, just hauled but needs some TLC. Berkeley berth, must sell. Sailaway \$2,500. 11' plywood rowing dary \$225; 10' glass over plywood skiff Call 540-8051

"DANDY" — 23' GAFF RIG YAWL
Gilmer design, built Maine '58. Complete cruiser, cozy interior, dsl., instru., 7 sails, inflatable, stove, etc. Full keel, very seaworthy. MasterMariner vet. Go smail, go now! \$22,000. Carl 765-5382 / 521-4380. Must See!

### SANTA CRUZ 27

13 North sails, 7 Barient winches, 8 h.p. Suzuki outboard, trailer, electronics, loaded. This boat is well-maintained and a proven racer. \$18,000 (619) 223-5321

### **DISCOUNT CHARTERS**

We have the Best Prices on the Bay for Lessons & Rentals Sailboats — Trawlers
GOLDEN STATE INTERNATIONAL Yacht Dealers 13 Embarcadero 533-2283

### SAILING INSTRUCTORS NEEDED

Olympic Circle Sailing Club has openings for Partime Skipper/Instructors. Flexible Schedule, Good Pay, Boat Use Privileges, Plenty of Hours. 843-4200

Order durable "Dry Paint" boat lettering individually designed according to your specifications, selecting from the according to your specifications. over 400 color combinations on our convenient order form! Registration numbers and specialty art too! A TO Z Signs & Graphics, 4635 Cabrillo, San Francisco CA 752-1071



### 44' CHEOY LEE, PREVAIL

Cruise ready and in excellent condition, full inventory, electronics, windvane, private aft cabin, spacious interior, Perkins 4108, motivated owner says "sell", at our San Diego Marina, only \$120,000.

Call John Barclay, David Fraser, Inc. (619) 225-0588

### PLATT'S BOAT REPAIR

Custom Woodwork \* Damage Repair Interior Cabinetry \* Quality Joinery \*Functional Design\*

Steve Platt, Owner Phone 8 a.m.-11 p.m. (415) 848-5983

### JAMES L. LOZENSKI

Attorney At Law General Practice of Law Emphasizing Boat Warranty and Boat Repair Litigation Berkeley, California (415) 527-3637

### MARINE SURVEYOR

**APPRAISER** 

**JACK MACKINNON** 

Call anytime

(415) 276-4351

### **SANTANA 20' 1977**

in excellent condition. race rig, 6 bags sails, on trailer. \$6.250 (415) 728-5840

### ERICSON 30+ PARTNERSHIP

1981 with many extras in Ballena Bay, Alameda. 1 of 4 partners is leaving partnership. Share berthing and operational costs 4 ways. \$6000 down and payments (berthing, maintenance, fuel & 5K Loan) of \$156 a month. Call Steve at (408) 732-1191

**BLUE WATER VETERAN** Custom Islander 34' cutter, all wood interior, Auto-helm windvane, TillerMaster, ham radio, Yanmar dsl., storm sails, heavy rigging, light genoa, full spinnaker gear, much more. (805) 985-5404

### **TREADMASTER**

Non-skid deck covering (as used on Condor, Pen Duick, Kialoa, etc), light grey 15 sheets, 3ftx4ft. \$35 per sheet. (415) 435-5018

### MAGNIFICENT 50' RHOOES YAWL

"Xanadu". This classic entrbrd yacht has been completely rebuilt over the last 4 yrs — exquisite Japanese carvings highlight 'concourse' interior. This powerful sailing vessel is fully equipt — you need only visit Safeway before leaving on world cruise. \$135,000. (415) 543-9693 or (415) 485-1347

### THE PHOBOS — 48-FT KETCH

More beautiful, more-equipped, sounder than ever, this classic wood cruising vessel is available for viewing in Sausalito. Custom built in '71, 'Phobos' has twice circumnavigated and has just returned from the Pacific. Solid teak interior - finest tapesty upholstery. Remodeled galley top line stove, 50 bottle spice rack, Norstad ceramic basin, new deck - Kapour over fiberglass. Diving compressor, Tracor Satellite navigator, separate engine room, etc. \$168,500.

(415) 332-1171 ask for Larry

### 37' STEEL TRAWLER YACHT

Custom built 1971. Double-ender, tri-cabin. Gas engine (diesel available). Hot water shower, range, oven, refer/freezer. Radio phone, CB, stereo, depthfinder, roomy liveaboard. Must see. \$19,500. (415) 763-1095

### WANTED: FREEDOM 44

Desire to charter a Freedom 44 from June 1, 1984 until August 1, 1984. Preferably located in Bay Area, but can be located in L.A. or San Diego.

Call weekdays (602) 840-4819

built Westsail 32', '78 bunched '81. Tile, wood heater, 3 burner kero., cane doors, 43 h.p. dsl., dodger, spray curtains, Monitor vane, jiffy reefing, Barient self-tailers, teak decks. (805) 646-6280

FEEL

Light & warm surrounded in pecan & black walnut. Cstm

### 45' HUNTINGFORD "EXPLORER" KETCH

Fast, strong, handsome. Pleasant interior, teak thruout. Equip. incl. radar, refrig., lightning protection, too many other extras & modifications to list. Boat is better than new. Perfect for serious cruising or liveaboard. \$119,500 firm. (415) 339-1506

### **CATALINA 27**

10 h.p. Honda, roller furling jib, jiffy reef, k.m., d.f., VHF, compass, exc. cond., new bottom paint, custom interior, cockpit cushions, many extras. Alameda Marina berth. Must see. \$18,900. Call (408) 288-7623(e), (408) 374-8120(d)

### 26' COLUMBIA MARK II

Excellent condition, varnished wood, carpeted, d/s., VHF, detachable k.m., boarding ladder, shore power, inflatable 10' boat, 3 sails, Johnson o.b., HD marine battery. \$11,900. (408) 224-6418(d), (415) 941-5566 (e)

### **CREW WANTED**

50' ocean racer leaving Nov.1 on 3 month cruise from Annapolis, Maryland to San Francisco Bay via Panama Canal. Need 2-3 people. Some experience preferred. Share expenses. Call (415) 826-9144

### 31' BOMBAY MOTORSAILER

77 heavy fiberglass shoal draft, furl main and jib. Volvo diesel ½ gl/hr, engine alarm, autopilot, Bimini top, shorepower, radio, digital depthfinder, cockpit cushions, double forward berth. Ready to go. \$42,950. Napa (707) 255-3757

### **CATALINA 27**

Exc. cond., custom interior, teak sole, stereo, Atomic 4, d.s., k.m., VHF, holding tank, 3 jibs & spin. gear, & many more extras too numerous to mention. Call for complete list.

Price: \$21,300 728-5102 evenings

### 20' MERMAID - SAUSALITO BERTH

Beautiful classic wooden sloop. Full keel, self-bailing cockpit, roller reefing mainsail. Good solid seaworthy pocket cruiser that can really take that sloppy weather in stride. Seagull 51/2 h.p. exc. cond. Some extra equip. \$4000. (415) 753-3787

### **MOVING ASHORE**

Trade you 34-ft cruiser for our charming, landscaped 2 BR, 1 BA house in Redwood City. Has hdwd firs, spacious galley, fireplace, deck, 2 car garage. What do you have?

363-0788 eves

# STUART E. RIDDE

Marine surveyor and consultant

(415) 332-9036

on boats out of water

NACHT LETTERING T. BURGESS WITH STYLE expert sign work

E. SCHWALBE names & reg, numbers

gold leaf trailboards

COMPASS ADJUSTING NAVIGATION INSTRUCTION YACHT COMMISSIONING YACHT DELIVERIES

MIKE MAKAROUNIS

(415) 939-5073



SAIL CLEANIN EAST BAY 523-9011

MARINE REFRIGERATION PROMPT, RELIABLE SERVICE

\*Features Nau-T-Kol — a true seagoing saltwater system \*Cold plates in stock \*Compressor repairs, 12 volt & 115 volt P.O. Box 783, Sausalito, CA 94965 (415) 331-7661

332- 6039

By appointment only: (415) 626-4949 / 201 Florida St., San Francisco

inventory: 3 mains, 7 jibs, 6 spin. Asking price \$22,000. Phone "Kimo" (w) 451-8219, (h) 548-1008

30' CLASSIC S.F. BAY BIRD BOAT

**ERICSON 29** 

Exc. cond., very clean, well-equipt w/3 sails, low time Atomic

4, VHF, AM-FM stereo, CB, whi steer'g, auto & manual bilge

pumps, full canvas covers, teak/mahogany interior, 12/110

36' OLIN STEPHENS DESIGNED 6 METER "MAY BE VII"

Built Sweden 1952. Varnished mahogany hull in mint condi-

tion. Deck, rig, & complete set racing sails new in '79. Sail

volt systems. \$32,000.

(415) 820-0530

The only Bird on the Bay fastened entirely with honel. Considerable cosmetic upgrading done over last two years. Recent accident forces us to sell beloved boat for low price of \$6,000. Phone Steve eves at 486-0678

### TWO SAILING DINGHIES

Beautiful 11' mahogany sailing dinghy, race rigged, \$650. Bright 11' mahogany sailing dinghy, cruise ready, 4# Bruce anchor, flotation, reefed, many extras \$900. 13' trailer for either dinghy \$350. (415) 552-1788

CAL 2-27 - MUST SELL! Teak interior, Atomic Four, 1976 Excellent Cruiser/Racer. Many extras. Great Class.

Best offer over \$25,000

(707) 996-4322

### FOR SALE

42'x15'x6' ferro full keel ketch, great liveaboard, dsl heater, 50 h.p. Perkins, dinghy & o.b., radio, fatho, k.m., Hillerange, fridge, microwave, Arco winches, Lee sails, 75 gal fuel, 200 water, alum. masts, s/s rig'g, stalock, tb, Oyster Pt berth. (415) 871-5578

### 1980 C&C 30

Exc. Bay boat; stiff, fast & comfortable. Dsl., wheel steering, 2-speed Barients, internal halyards, full stove w/oven, VHF, plus many extras. In excellent condition. Berkeley slip. Make offer. (408) 253-8246

1974; race/cruise equipped; 9 Barients; full North inventory incl. new main; pressure h/c H2O; VHF; Signet electronics; newly rebuilt Atomic 4; S.F. berth. \$30K/offer.

Call 621-6968 eves

'81 & only cruised, it's in super condition throughout. Fully

equipped. Oyster Pt. slip. You won't find a better J anywhere.

Before you buy a J see mine first and save 1000's. Launched

\$14,500. Phone after 6 p.m. (415) 573-8848

### O'DAY 29 - CDMFORTABLE RACER/CRUISER

100, 120, 150. Inboard, LectraSan, depthmeter, k.m., VHF, masthead strobe, Orion compass, oversize 2-spd winches, stereo, range/oven, 2 sets ground tackle, etc. June haulout. Upwind Berkeley berth. \$21,500. Call George (415) 631-0332, Jim (916) 272-6606

### FARALLON 29 / GOLDEN GATE 30

Cruise ready & maintained in exc. cond. Sailed '80 singlehanded race to Hawaii. Aries vane, Volvo dsl., dodger, k.m., VHF, RDF, EPRIB, stereo, d.s., new upholstery, fireplace, 7 bags Sutter sails, Barient self-tail'g & more.

Lee Flint (408) 461-3024 evenings

QUEST — TAHITI VET

### **COLUMBIA 26 MKII** \$10,500

VHF, knotmeter, new sails, Berkeley berth. Day 653-5352, eves 841-7066

### **ISLANDER BAHAMA 30**

Outstanding condition, five North sails, diesel, VHF, depthsounder, strobe, extras - great club racer - fun family (415) 574-1843 \$39,000

### RAWSDN 30 / VIEW LDT TRADE ?

Liveaboard cruising sloop, solid, beamy f/g w/6'1'' headroom throughout, 12v & 110v electricity, alcohol range, tele. jacks, "mini" fireplace, \$25,000 or trade for Marin lot. (w)(415) 541-1527, (e)(415) 435-4263, (415) 334-4969

Fiberglass hull. Documented 36' Clipper ketch by Cheoy Lee, Lloyd's A100 rating. F/W cooled Mercedes diesel 40 hp, reduction gear, flexible coupling. All teak, spruce mast and steps. Emergency, steering, raft, all Coast Guard equipment, dinghy, Seagull, Aries vane, Shipmate 3 burner stove/oven, cabin heater, tankage, kerosene, pressure water, saltwater pump, 2 speed anchor windlass, 4 anchors, 200' 3/8" chain, 300' 5/8 nylon rode, 5 berths, leeboards, dodger, 2 bilge pumps, shorepower, sun cover, San Francisco berth possible. Instruments: 55 amp variable alternator, charger, voltmeter, wind, speed, log, depthsounder, VHF, repeaters, alarm system for oil and engine heat, electrolysis system, RDF. Walker log, UHV overseas radio. Sails, Hood furling plus 10 sails.

Extras Extras \$69,500. Extras best offer or trade. (415) 333-7912 Jacks

SDUTH PACIFIC CREW NEEDED Plan'g to sail the SoPac. in .

my well-equipt, seaworthy sail. yacht, depart 1/84. Need

able-bodied exp. ocean sailors to augment crew. Must be

### 35' BLUE WATER SLODP

So. Pacific vet. Hand-laid up glass and spacious custom teak interior, '78. Center cockpit, 3 cabins, 2 heads. Mint condition. Cruise loaded. Hot/cold pressure water + hand pumps. All electronics plus SSB. 12/110 volt refrig. Propane stove with a bilge sniffer. New bottom paint, ball valves & head pumps. Windvane and autopllot. Large dodger. LeFiell spars, heavily rigged. Roller furl foresails & main + jiffy main. Step aboard and cast off.

> \$59,000 (415) 274-7404

### **COLUMBIA 50**

\$90,000

95% complete. 50' LOA, 12' Beam, 32,00 lb Displacement, 16,500 lb Ballast. Cutter rigged, launched July 1982. 10 Barient and Barlow stainless steel winches, U.S. Coast Guard documentation, six bags of sails including (never used) radial head spinnaker and all gear, custom teak interior, extras.

Contact: Guy Carlson, Pete's Harbor (415) 365-8195

### **CRUISING GEAR AND CHARTS**

Never used: Paul Luke 75 lb 3 pc Herreshoff anchor, \$375; 260 ft proof coil 3/8" chain, \$2/ft; U.S. made Manganese bronze boom gallows frames & bases, \$100. Also Mexico, Caribbean & Central Am. Charts.

(707) 745-3552. Ask for Steve or Kathy

### 29-FT GAFF SLOOP

Built in Holland 1933. Teak planking on oak frames, copper rivet fastened, bright finished, mahogany interior, Point Richmond berth, full keel, lead ballast, full cover, new upholstery, sleeps 2, 6 h.p. Evinrude.

472-5382 eves

### positive, self-reliant individuals willing/able to share shipboard duties. Some expense sharing. Prefer couple. Reply: Latitude 38, Drawer SP, Box 1678, Sausalito 94966

### FOR SALE

New Tass 1.5 & new Tass 300 (3 h.p.) air-cooled outboard motors for dinghy or trolling. Lightweight, economical and (415) 531-1518 reliable.

### **ENGINES ISUZU C2 INDUSTRIAL**

27 h.p. 2200 RPM, not marined good for auxiliary. Could be main power \$1,000 Grey Marine with transmission 2-1 needs work \$500. 278-1493

### \$8,500

**AVON REDCREST 9-FT INFLATABLE** used twice, complete with two piece oars, air pump, outboard bracket, 4 h.p. Johnson motor, 2 gallon gas tank, carry bag, repair kit. \$995.

Bill, 483-8967

### ISLANDER - MKII

Want to deal with a serious buyer, who is smart enough to know a bargain when he/she sees one! 1973, Volvo diesel, wheel steer'g, VHF, d.s., fireplace. Anxious to sell/trade for smaller best and cash (415) #34-3370

### NORDIC FOLKBOAT

Race/cruise ready, 25' lapstrake sloop, linear polyurethane topsides, new full boat cover, San Francisco Cityfront berth, \$9,500/offer. David L. Hall

(415) 788-2600(w); (415) 383-3455(h)

### YDRKTDWN 35 - 1973

All fiberglass hull and decks with center cockpit and aft cabin. Flush decks make a very roomy interior. There is a head between the main cabin and the foreward cabin, also a head and shower in the aft cabin. The professional finishings create a comfortable liveaboard (berthed at Oyster Point), 100 gal water, 107 gal. diesel fuel (Perkins engine), large sail area, wheel with hydraulic control, auto pilot, depthfinder, sumlog, VHF, RDF, stereo, electric refrigerator (110or 12v) make it also ideal for cruising. New paint bottom and top. Excellent condition throughout.

\$37,500 or will trade for real estate. (415) 967-4777

### 23' MAYA - FAST, STIFF BAY BOAT

Super condition, storm jib, club jib, two genoas, new spinnaker, new Evinrude, VHF, shorepower, Dorade vents, cabin heater, all lines led aft. Double planked, copper fastened. \$5900. Quick sale. (415) 865-3865

### WINNING WYLIE WABBIT

Sailmaker's boat, 1982 Season Champion, Best equipped in Fleet! In excellent condition, 5 sails, trailer, and exciting sailing on the Bay included. \$8,000.

(415) 223-3168 eves, (415) 234-8193 days

### **ONE-OF-A-KIND SAUSALITO WATERFRONT PROPERTY**

Fulfill your dreams w/unique wtrview property! Incls: (2) 2-bdrm homes (1 w/private studio), lovely garden ctyard, private beach & gorgeous views of S.F., Belvedere, Angel Isle, Racoon Straits, Alcatraz, the Bay Bridge & the E.Bay. Truly one of the world's most desired Icoations! Offered at \$795,000. For appt/info: Jeff Johnston, 457-6818, 459-0480

### TOWNHOME FOR THE AVID MARIN YACHTSMAN!

Best priced unit of its kind and also the best water views! This immaculate two-story unit offers 3 bedrooms, 11/2 bathrooms, a large view deck overlooking the water along with a 22-ft deep water dock. Offered at \$165,500

Contact Jeff Johnston at 457-6818 or 459-0480

### 1979 GULFSTAR 47 MOTORSAILER

Sloop, Hood internal furling main & roller furling jib, immaculate. Full elec., 2 heads w/showers, impeccable, professional decorated interior, Espar dsl heater, electric refrig., Hinckley Pacific, Inc. 435-1451

### **MARITIME ATTORNEY**

Resolution of Construction, Repair, Collision and Lien Disputes. Charter, Tax Planning and Business Law. Product Liability Littgation. Thirty-Six Years of Bay Racing & Cruising! William E. Vaughan, Esq. 17 Embarcadero Cove, Oakland 532-1786

### **ARIES SELF-STEERING**

**NOVA MARINE** 1801 Clement Alameda, CA 94501

(415) 865-6088 Hours by **Appointment** 

### ALAMEDA CHARTERS / SKIPPERED OR BAREBOAT

Come play on the San Francisco Bay on our beautiful, fully equipped 1980 US-30 or 1983 Hunter-34 sailboats Sailing Lessons Available Call (415) 791-5296

# Seary Rouise Higgins

**CUSTOM MARINE INTERIORS** Creative Sewing . . . for your nautical needs. 415 - 931 - 4674

### GOING OUT OF BUSINESS SALE

3810 Laurelwood Road, Santa Clara\*/ 9-5 September 10/11 2-25 ft Trailerable sailboats, fully equipped; 25 ft moulds; spray equipment; ventilation system; large compressor; fire door; shop furniture/drawers. ALL OPEN TO REASONABLE OFFERS. FINANCING CONSIDERED.

### SUCH A DEALI

1956 Treasure Island sloop. Your chance to own a classic Bay yacht in bristol cond. Pineapple custom sails Incl. spin. 5 h.p. Evinrude, sleeps 2, outstanding rig., Berkeley berth. Best Call Debbie (d)477-7129 (e)456-0134

### LATITUDE 38'S CRUISING KICK-OFF PARTY

It's free, it's unstructured, and it's open to everyone. It's Thursday, September 29th from 6:00 to 10:00 p.m. at the Sausalito Cruising Club at the Foot of Napa Street in Sausalito. See Changes in Latitudes for details.

### **CREW POSITIONS AVAILABLE: 2 YR CIRCUMNAVIGATION**

on new 60' ULDB cruiser, 'Lightspeed'. Leav'g in Oct. Positive individuals wanted who are dependable, athletically oriented & believe in cleanliness. Sailing experience preferred. \$300/mo. to cover base expenses. Reduced rate for cook. Lawrence Diggs (415) 332-9100.

### WANTED: USED SAILS FOR CATALINA 27

I need some additional sails for my Catalina 27. Looking for 150, 125, storm, etc. Call 532-5712(d) or 331-2508(e)

SANTA CRUZ 27 "SUMMER BREEZE"

77, very clean, gd. cond. 8 sails, very gd. North main, 150%,

132%, 100%, spin., cstm roomier interior, sleeps 6, Honda

7.5 hp, dig. k.l., dual axle trlr, cruis'g main, jib, spin., extras.

\$17,950. May carry 8.5% loan. (916) 969-7245, eves only.

### RANGER 37 - ESPRIT

Race/cruise this Gary Mull design. New AwlGrip hull paint, new copperlux bottom and is completely refurbished inside & out. Boat has great electronics including Si-Tex 767C Loran, new 55 channel VHF, depthsounder, Single Sideband, log, knotmeter & windpoint. Custom rig has ultra strong Navtec rod rigging on double spread rig w/dual headfoil Edson wheel steering. Volvo 23 h.p. diesel, 12 winches include Lewmar 55 & 45 three-speeds. Race gear has 2 poles & reaching strut. Barient adjustable backstay, babystay & running backs. Traveller & turning blocks are custom made for extra strength. 14 bags sails provide power. Beautiful teak interior has CNG 3-burner stove with oven, fully encl. head, custom cushion covers, AM/FM stereo cassette, shorepower, dodger, full boat cover, & about 3 pages of inventory. "Esprit" has been professionally maintained and rates a low 120 PHRF and 25.7 IOR. Been to Hawaii & Mexico & is ready to go again. \$65,000. Ray (415) 254-1306. Berkeley Berth.

### **FEMALE CREW WANTED**

St. Thomas to Trinidad aboard spacious 34' sloop. Prefer adventerous, athletic, agnostic, attractive aqua lunger, but you might be fine. I'm 31, wild and crazy but personable and competent. Departing USVI Oct. 1. (209) 332-2428

### CAL 2-25, 1976

Yanmar diesel, knotmeter, radio, fillerMaster, 4 sails, asking \$19,000. (702) 885-5420 days, (702) 832-5782 eves

### 1981 HUNTER 33 SAILBOAT

for sale. Water pressurized hot and cold, shower, diesel engine. Mint condition.

Call (408) 378-1579

### **RHODES TRAVELLER KETCH 32'**

Cruise-equipt, dodger, refrig., autopilot, woodburning heater - has made a comfortable trip to and from Mexico. Excellent condition, \$55,000. (408) 476-9343

### 1980 U.S. 27-FT - LIKE NEW!

Main, 2 jibs, sail and hatch covers, dsl engine, VHF radio, depthsounder, propane stove, stereo, shorepower, marine head w/holding tank. Call (d)(209) 634-5373, (e)(209) 632-7852

### MUST SELL - WILDERNESS 21, HULL NO. 001

Hood sails, head, lots of gear, and/or 42' Newport Beach mooring, includes dinghy, dock, showers, and parking. Wilderness: \$8,500/B.O.; Mooring: \$10,000/B.O. Randall (213) 592-2563

### TICKETS FOR THE FASTEST HIMSE TO CABO THIS

November \$1000. Hotshot racers A.S. sould like to grab line honors, join the 'Lightspeed' crew er only race prior to circumnavigation. Lawre se Prgys (415) 332-9100

### **CATALINA 30**

Excellent condition, 1976, dsl., Oyster Pt. berth, folding prop, refrig, stereo, VHF, knotmeter, log, windspeed, apparent wind, depthfinder, vang, adjustable backstay, traveler controls. \$32,500. (415) 876-4144(d) / (415) 872-0444(e)

### 30' DOUBLE-ENDED PILOTHOUSE SLOOP

All teak cabin, excellent condition. Sail the Bay in the comfort of a wood stove-heated cabin. \$28,500. (408) 476-9343

### SELL OR TRADE: 4 BEDROOM, 21/2 BATH CONDO

in Santa Clara. Asking \$106,000. Assumable 1st of \$67,000 at 13%. Will take sailboat to approximately 28-ft as part Jerry (415) 792-8025

### MARIEHOLM TIMESHARE: Experienced, Mature,

non-racing sail'g family wanted to share expenses for 26' Internat'l Folkboat berthed in Berkeley. Pay berth'g, interest, boat taxes; get almost unitd use of boat. Sail'g resume: Jonathan, 4 Northampton Ave., Berkeley 94707.

### '79 FANTASIA/HALF or FULL OWNERSHIP

Cruis'g cutter designed by Bruce Bingham. Ctr ckpt, sep. aft cabin, cstm teak interior, full dodger, refer/freezer, genoa, spin/gear. RDF, VHF, fatho., stereo/cass., Avon w/Seagull. Barbara Mirsky (415) 331-5235(e), (408) 727-8082(d)

### ALBERG 30 - \$30,000

This one-owner, mint condition Canadian classic has full keel, North sails, no.22 S/S two-spd winches, Atomic 4 (only 128 hrs) and many extras. A beautiful super-built but little used f/g racer/cruiser. Owner (415) 924-2036

### **DOLPHIN NESTING DINGHY**

Sailing and rowing dinghy, complete sailing kit, 8'4", 41/2' when stowed on board. Fiberglass with foam core. (916) 345-1842 Good condition. \$800/Offer

### **NEWPORT 27S, 1974**

Well-maintained roomy craft w/Atomic 4 inboard, 5 sails, autopilot, new batteries, sextant, sounder, compass & knotmeter, safety gear, much more. Sausalito berth. Ray (415) 731-8221

### 1980 39' LANDFALL CUTTER

Ideal liveaboard, spacious teak interior, 48 h.p. Perkins dsl. eng. Fully equipped galley, sleeps 7, very sturdy and seaworthy. Berth available. (916) 486-3884

### SALES PERSON WANTED!

Several locations. Must have 5 yrs sailing experience (cruising or racing). Previous sales experience helpful. Excellent opportunity. Pleasant working conditions. Pay, benefits.

Call John, Palo Alto (415) 494-6660 WEST MARINE PRODUCTS

### A SCHOOL IN YOUR MAILBOX? That's right! Learn practical navigation from Solo TransPac skipper Mike Pyzel. Easy to follow home study course contains eight comprehensive and enjoyable charting lessons. Satisfaction guaranteed. Write or call for brochure. FYZEL NAVIGATION, 66 Clivs Mill Fd., Santa Sarbara, CA 33108

(805) 969-4195 (24 hrs)

### PROFESSIONAL SAILING INSTRUCTION

Learn to sail from an experienced professional who truly cares about the quality of your learning experience. U.S.C.G. licensed, ASA certified, Red Cross Certified, 12 years teaching experience. Rates: \$15 per hr your boat, \$30 per hr my boat. Call Gaylord, (415) 585-9966

### **NEED YOUR BOTTOM CLEANED?**

Call: Joss Wilson Underwater Services (415) 566-7826 Hulls Cleaned, Zincs, Inspections



SCHOONMAKER POINT MAIN BUILDING (NEAR BAY MODEL) 415 331-2497 SAUSALITO, CA 94965

### MARINE ELECTRICAL

Specializing in your Electrical Needs Custom Electrical and Electronic Installations Rewiring — Troubleshooting — Parts; Trailerboat to Yachts K&M MARINE 461-8039 Free Estimates, Reasonable Rates

HANDS-ON FUN. Have fun learning heavy weather sailing, anchoring, navigation, spinnakers & advanced skills. Join Solo TransPac skipper Mike Pyzel on a personally tailored Ocean training Cruise in Santa Barbara's offshore isles. Write or call PYZEL NAVIGATION, 86 Olive Mill Rd., Santa Barbara, CA 93108. (805) 969-4195 (24 hours).



\$1.50 @ \$8.50 postage/handling (ho,ho) Specify Size/Color: Mens S,M,L - Red / Blue P.O. Box 1678, Sausalito, CA 94966

12' TIDE WAY SAILING DINGHY

Built in England 1976

Varnished mahoge y strakes, foredeck, Gunter rig.

Excellent condition. Trailer included. \$2300.

(415) 948-3409

**BARBARY COAST BOATING CLUB** 

Has membership openings to the only Gay oriented Boat Club in Northern California.

For more Information Cal. (415) 753-5017.

THE PHOBOS — 48 FT. KETCH

More beautiful, more well-equipped, sounder than ever, this classic wood cruising vessel is available for viewing in Sausalito. Custom built in '71, 'Phobos' has twice circumnavigated and has just returned from the Pacific. Solid teak interior — finest tapestry upholstery. Remodeled galley — top line stove — 50 bottle spice rack — Norstad ceramic basin. New deck - Kapour over fibreglass. Diving compressor, Tracor Satellite navigator, separate engine room, etc. \$168,500. (415) 332-1171. Ask for Larry.

**DIFFERENT CRUISING SAILBOAT** 

26' trailerable fiberglass pilothouse sloop. Retractable keel ideal for Delta and Bay. Self-tending jib makes tacking the Estuary a cinch. Self-steers to windward, singlehands easily. Beautiful wood interior, only \$9,950. Trailer and berth (415) 657-0457. available.

C & C 39

Sistership to "Shillelagh". Built in 1972, excellent condition, U galley, nav station, aft double berth, VHF, omni, masthead strobe, RVG windvane, diesel, stereo, hot & cold pressure water, shower, sail bins, workbench. Located in San Diego. (702) 293-3150. Owner in Nevada.

. (ALINA 27 -

Better than new 1976 covers. Jiffy reefing knotmeter, windex, so pit cushions, 15 hp Ev

raditional interior. DeWitt Sails & 30, 155 Drifter. 2 speed Barients, der, VHF, 3 burner with oven, cock-\$17,950 Firm. ude.

15) 454-3935

SHARE LEASE --- CATALINA 25

Super Delta sailing with retractable keel plus 5 sails. Berthed at the Stockton Sailing Club. Sleeps 5-6 with pop top and galley for added comfort. "Levante" also has a good race (209) 948-4404. record. \$298 per month (each).

**DUFOUR 31** 

Outstand, cond., spacious, sleeps 6, 25hp Volvo MD2B,

Atoms selfsteer., depth, 5 sails, refrlg., LP stove/oven,

EPRIB, cockpit cush., stereo AM/FM tape, Zodiac MKI, Zodiac MP6 liferaft, '81 Evinrude 4hp, RDF radio, 5 anchors/

chains. World cruiser. In Sausalito.

332-7381 (lv. msg.).

2 DINGHIES & OUTBOARD FOR SALE

15.5' Zodiac Sportboat with oars, sprayshield, aluminum floor, \$1,970!

Also 8' Ampac inflatable, \$250. 1983 Suzuki 2hp outboard, less than 5 hours running time, \$319.

Leave message for Dr. Lang at (415) 563-8300 or come to yacht "Marie" Gâte 11, Slip 97T

Marina Yacht Harbor, next to the St. Francis YC.

SO. Pacific VET FOR SALE

The famous "Marie". celebrity, has returned 36' Danish ship built VHF, fatho, loudhails furling genny. A po-Cadillac while easi "Marie's" proud n creases as upgrad: at (415) 563-830

eviously owned by that Hollywood m the South Pacific. This invincible agged mahogany has refrig., A/P, chors, windlass, 8 sails including oilothouse ketch that rides like a ng 7 knots, sail or power. Become for as little as \$37,500! (Price ineds). Leave message for Dr. Lang i near St. Francis YC.

**MOORE 24** 

1979 model, not sailed until 1980. Class sails, hull #44, great condition, \$19,500. Heavy duty 8-ft plastic dinghy, \$295. Chrysler 4 hp motor, \$275. (408) 458-1917.

**37' BROWN SEARUNNER** 

Cutter rig, 5 sails, built '78 in "West" Epoxy. Excellent condition. VHF, Sounder, 3 anchors, strobe, 10' dinghy, much more. Permanent berth in the Berkeley Marina. Best offer over \$40,000. (408) 263-9366, Bill Clark, P.o. Box 4152, Santa Clara 95054.

**BOATBUILDING SPACE** 

Indoors! 1100 sq.ft./\$200. (415) 322-9600 or 322-3508. Also — New — Good Prices Enkes 20 & 22 (pair ea.): Hi-Seas kero, heater 6" brz. opening ports: 5/16" P.C. chain (to 550 ft.) 8' sailing dinghy - solid, stable, unsinkable

1979 DRASCOMBE DABBER

15'6" Gaff-rigged fiberglass yawl. A gorgeous boat in the classic tradition. Comfortable and stable sailing on Bay/Lakes/Delta. Bristol condition, much wood, many extras. Larry (707) 525-1400 x.2854 (days), (707) 527-0849 (eves) WANTED: EXPERIENCED SAILING PARTNER

1 own 26' Pearson sloop. Am novice sailor. Love outdoors and adventure. Will sail or cruise as far as you desire. Jerry Neale, c/o Norm Munroe, San Rafael Yacht Harbor, Kermit Parker Brokerage, (415) 456-1860 (message).

**WANTED: ONE OR TWO PARTNERS** 

35 ft. Perry design Westwind cutter, commissioned March '82, Pelican Harbour, Sausalito berth. Fully equipped. Equity (415) 368-4756. \$17,000, loan \$57,000.

VEGA 27

1972 Volvo Penta gas, Sutter sails, sail cover and white dodger, custom interior and exterior upholstered cushions, autopilot, odometer and log, VHF radio, new engine. Beautiful boat loaded with extras. \$20,800 (916) 662-0221 days; (916) 661-6064 evenings.

**CAPE DORY 28** 

1980, excellent condition. Volvo twin diesel. 85, 100 & 130% jibs, club boom, main & jib covers. Marine VHF & AM/FM stereo radios. Kenyon depth, knots & log meters. Danforth anchor & line. \$38,500. (415) 328-3424.

UNIQUE CRUISING OPPORTUNITY

Seafarer, lovely Master Mariner ketch, exceptionally wellequipped, leaves Nov. for Mexico, So. Pacific. Change in plans opens berth for one person or couple for all or part of voyage. Share expenses, approximately \$500/mo. Fred 591-7660 (days)

**WESTSAIL 32** 

World cruiser, cutter rig, Volvo 36 hp diesel, 2 anchors, VHF, depth sounder and knotmeter. Custom built interior, nicer \$55,000. than factory.

276-5470

34' NICHOLS YAWL

An economic crisis forces us to sell our boat. It was built by Barney Nichols in Alameda in 1961. Marine plywood with fiberglass sheath. Mahogany cabin, cockpit, interior and trim. Asking 25K. (415) 531-5056.

CRUISING DESIGN FURLING SYSTEMS

Package Price includes
Furling Gear and Sail Modification Call with your jib foot, luff and leech measurements We'll give you a quote!! SAN MATEO

BAILIWICK INC.

BAILIWICK INC.

(415) 342-5625

LEARN COASTAL SAILING

45' sailing ketch "Adventure" wants 6 sincere beginners or advanced sailors to spend two intensive learning days and nights practicing offshore skills, ship handling, piloting, etc. September/October reservations offered for an unforgettable cruising weekend. (415) 421-6389.

CATALINA OWNERS

PROTECT YOUR TEAKWORK We have canvas cover packages for Cat 27-30-36-38 Boats Call for a question

SAN MATEO

(415) 342-5625

**DELTA AWNINGS** 

Don't forget your sun awning for your boat this year. Our white dacron awning is easily installed over your boom to shade your cockpit and companionway. Batten sleeves, grommets and bag are included. Call for our prices.

BAILIWICK INC.

SAN MATEO

(415) 342-5625

**MARINE SURVEYOR** 

BRIAN O'DONOGHUE

The Buyer's Surveyor Sailboat Consultant (415) 461-6347

LAM SAILS

High Quality — Economical Cruising Sails Order your winter sails now!! Call us for a quotation SAN MATEO

BAILIWICK INC.

(415) 342-5625

**1-36 CHARTERS** 

(415) 331-6234 Sausalito Skippered charters for the price of a bareboat '82 YANMAR DIESEL 30 H.P.

3HMF fresh water cooled — less than 30 hours — like new Weighs but 368 lbs. — includes instrumentation and propellor Lists new for \$3,990. — For quick sale, \$2,900 WINDSHIPS, INC. (415) 834-8232

page 202

1982 STILETTO 27' ULTRA LIGHT CAT Race ready — 5 sails incld. spinnaker w/removable cruising amenities. Perfect high performance daysailer and Delta cruiser (longer trips via custom trailer). Loaded and way below replacement. Call owner at (408) 496-8045 (d), (415) 949-1637 (e).

**RACING SAILORS** Goiot Bronze Folding Racing Prop Never Used in Water Excellent Condition -- \$200 Call (415) 331-3556

27 FT. CUSTOM SLOOP "Stinger". Fully race and cruise equipped. Six berths, comfortable cabin. HDA Division champion '80 & '80, Good Bay and ocean record - lots of sails, instrumentation and extra Call (415) 326-6484.

1980 RAFIKI 37

Loaded with gear and electronics. Will sell with or without berth at St. Francis. Fast, comfortable, ocean-going vessel. Days (408) 423-2309 / Eves (408) 427-1495

41' KETCH CHEOY LEE OFFSHORE - '78

Original owner asking \$83,500 for well equipped, professionally maintained beauty. Custom teak interior. Outfitted for fast and comfortable cruising, Ideal liveaboard. Westerbeke diesel 360 hours. Price includes many extras. (415) 790-0284 / Message: (415) 794-0749.

37' COLDMOLDED NICOL TRIMARAN FOR SALE

Pro-built 1970, one owner/builder, proven bluewater racer cruiser. No leaks or rot. Fiberglassed, 2 suits of sails (one new), teak appointed, vane, etc. \$20,000

(415) 669-1576

30' TEAK CHINESE JUNK

Well maintained and equipped. Carvings, Microphor, Volvo diesel, etc. \$12,000 (707) 545-3830

O'DAY 30' FOR SALE

Commissioned July 1980, Yanmar diesel, full instrument pod, wheel steering, s/s propane, stove/oven, sleeps 6, full gear, main & jib, windex, VHF, Pressure water, many extras. (415) 892-9636.

**CAL 20** 

Sailboat and jibe, spinnaker and main. Good condition. No motor, \$3,200. Berthed in San Rafael. (415) 457-1415.

'81 FALMOUTH CUTTER

Mini-ocean cruiser. Well equipped - excellent condition. BMW diesel, VHF, lifelines, anchor, compass, teak interior and exterior. Valued at \$40,000 - will consider trade of clear property or equity for smaller vessel. Ken (916) 888-0142.

WANTED

White male, 52, healthy, employed, wishes lady or ladies with own boat for sailing, socializing or whatever. Have 5 + years sailing on S.F. Bay and looking for more experience and companionship. Reply 4951 Cherry Ave. #162, San Jose 95118, (408) 266-2198,

**CORONADO 27** 

Sausalito berth. Sleeps five with head and inboard Pedder diesel, wheel steering, depth finder, radio and stereo. Kept in top condition! Sausalito Yacht Harbor A13. Mike Bosch: (800) 632-2166 or (415) 459-6645

1981 MACGREGOR '25

Good for Bay or lakes, pop top w/dodger, swing keel, slide galley, ice chest, head, sleeps 5. Main, jib, genoa, spinnaker w/pole, anchor w/holder, Honda 7.5, w/tank, cover, trailer w/surge brakes, more. Moving, must sell. Best offer. (415) 792-5056

**CATALINA 27** 

1977, too many extras to mention, 4 jibs, excellent condition, 9.9 OB/elec. traditional interior. Call (707) 252-8329 for details. Asking \$17,250.

**BRISTOL 29** 

\$24,500

Well equipped, well maintained Bristol. Full sail inventory, 9 winches, excellent electronics, custom interior, 30 hp in-(415) 820-8152 / (415) 829-2211. board. Berkeley berth.

**CORONADO 23** 

Fin keel, spade rudder sloop. Excellent condition. New sails, sail covers. 7.5 hp Mercury elec. w/alternator. VHF, depth w/alarm, sink, stove, heater, pulpits, life lines, Bimini top, built-ins, excellent condition. \$6900 or trade for Leisure 17 . (408) 248-1391. sloop.

SLOOPS (2) 14' HI PERF. DINGHIES

Sails like new, self bailers, fast, stable, excellent for learners. One with spinnaker in excellent condition - \$1,250. One needs work -- \$750. One trailer -- \$300. Call Ryo (415) 837-2852 after September 10th.

SAILBOAT FOR SALE

Buccaneer 28. Full-keel sloop. Atomic-4. Jib, club jib, genoa. (408) 244-3895. Alameda berth. \$6,000.

CATALINA 22 + TRAILER

In excellent condition with retractable keel, 110 jib, genoa; a proven race winner. For comfort: fabric cushions, sleeps 5, pop top with boot. Trailer has surge breaks/winch. Possible owner financing and/or lease. \$8,750/offers. (209) 948-4404

34' 1979 CUSTOM RACER/CRUISER

Designed by Graham & Schlageter. Teak decks, varnished teak interior, 6 fix berths, brand new Awlgripped hull. Excellent condition. 17 North sails. Will pay freight from Wisconsion! Call for photos/equipment list. Call Sue (414) 743-7608 (eve) / (414) 743-4412 (day).

TRADE

Cal 20, new sails, exceptional cond. and Alfa Romeo '78 Sedan, same cond. with cash difference. For: Cal 27, 2-25, Islander 29, Ericson 27, Ranger 26, or ? With Alameda berth. (415) 348-1724 eve.

E-Z LOADER BOAT TRAILER

Less than 100 miles of use! Surge brakes, AX 2, body type model: carrier, \$1,850. (209) 948-4404.

NOR'SEA 27

Heavy sloop, full keel, aft cockpit, OB rudder, 15 hp diesel, optional heavy ballast, 3 headsails, wood interior, standing headroom, chart table, wood stove, AM/FM/SW/RDF, VHF, fath, shore pwoer, FG hull, oiled teak rails, excellent, SF Bay, (415) 865-0953

**CORONADO 25** 

Good condition, very clean, new Honda 10 hp. "Long Shot" top racer in its class. Rerigged above std. Whiskerpole, new Traveler system, boom. Many extras: AM/FM cassette, 2 sets of sails, hardware. \$8,500/B.O. (415) 485-1860.

HERRESHOFF CAT KETCH

Beautiful 31' cruising boat. Built in 1982.

Diesel w/Martec prop. Full electronics. Unstayed masts, wishbone booms. Much gear. Tanbark sails. Stunning sailor. Huge discount.

Will consider small boat in trade. (415) 493-5923

Enjoy a skippered charter on S.F. Bay aboard our spacious 36-foot galleon-style ketch. Yesterday's charm, today's comfort (including piano).

FREE BROCHURE (415) 687-4498

KISMET CHARTERS

after 6:00 p.m. or daytime message

HARRIET'S SAIL REPAIR

repairs \* cruising sails \* custom canvas work 555 Illinois St. S.F. 863-2945

Agent for 🕕 Jotz Sails

NOR-CAL COMPASS ADJUSTING

Magneuto<sup>tm</sup> System Exclusively

1. Boat Remains in Berth Owner's Presence Not Necessary 3. Eliminates Deviation

(415) 453-3923 days or eves Dick Loomis

PATHFINDER SELF-STEERING VANES



Buy Direct From Manufacturer "Successfully Used For Years"
Call Bill Paulson: 453-8722 454-9285 Western Sales Mfg. Co., San Rafael, Ca.



SAN RAFAEL CANAL BERTH AVAILABLE

(1) remaining --- new, private, deep water berth with water, electricity and great security. Fiberglass sail boats only. Maximum length 40'. No live aboards. Easily accessible. \$125/month

456-8353 days / 456-6036 evenings

### MARIN CUSTOM BOAT REPAIR

boat carpentry dry rot repair refinishing remodeling references free estimates contemporary techniques traditional quality FRANK SAYRE 897-4461

### READY OUTBOARD SHOP

245 GATE 5 ROAD, SAUSALITO **NEW AND USED MOTORS** 

Inflatable Dinghies and Tenders 9 to 5

(415) 332-5233 •



### **MAGELLAN 35 SLOOP**

Great liveaboard! Aft cabin, mahogany hull, teak decks & house; 65 hp Ford dsl., wheel steering, 3 headsails & heavy main. Must sell immediately! \$45,000 value, a bargain at \$30,000. Call 521-8724

### VENTURE 21. \$3,500. 332-9231

3 sails incl. spin., 5 h.p. Evinrude, trlr, compass, running lights, Arco winches, jiffy reefing, bow pulpit, lifelines, anchor, sleeps 4, can be trailered by small car. Great for daysailing or overnight on Bay, Delta or lakes.

### STORNOWAY - BLUE WATER MEDALIST

circumnavigator, West Indies, Pacific, Orient. 33' scaled down Colin Archer cttr, built by Dauntless of Essex, Conn. Vivatex sails, Palmer eng., rigid dinghy. Berth 827, Sausalito Y.H. (afternoons) \$20K. Box 1423, Sausalito 94966

### J/30 NUMBER 114

1979, exc. cond., fully equipt to race class or PHRF. Gd Bay Boat. Comfortable cruiser, sleeps 6, varnished interior, Yanmar dsl., 6 bags, Signet knotlog, VHF and more. \$35,000 (805) 659-3014

### **PEARSON ARIEL**

26' full keel, 3 sails, d.s., radio, k.m., compass, 6 hp Evinrude, stern & bow pulpit w/lifelines. Solid Bay boat. Very good condition. Richmond berth 146 West. Built in 1965. \$13,000. (916) 392-5036(d); (415) 865-0128(e)

### **WILDERNESS 21**

Excellent condition, full sail inventory, spinnaker gear, outboard, trailer plus many extras. \$9500. Call Dave (408) 462-1894

### 1974 C&C 27

Exceptional quality in design and constructin, extensive inventory, Redwood City berth available. \$27K, owner financing possible. (408) 462-4294

### FOR SALE BY OWNER: WESTSAIL 32

Fully equipped, beautiful condition, Sausalito berth. \$51,500 Stan (415) 381-0350

### **SEWING MACHINE**

Special Singer hand crank. Ideal for cruising/racing yachtperson. Zig zag, reversible, etc. Also Tilley kerosene iron, almost new, \$25. Phone (415) 331-2412

### **ETCHELLS 22**

Fully equipped. Unused new Cressy & Curtis main, jib and spinnaker. Alameda berth. A best buy at \$8700. (d)(408) 624-1525, (e)(408) 625-2697. If you want to race, this is the boat and the class for you!

### 37' SEARUNNER 1979 Jim Brown cruising trimaran

Cutter rig, Barient winches, 6 sails, Autohelm, d.s., Volvo Marine dsl., VHF, RDF, Shipmate stove w/oven, grnd tackle, etc. \$35,500. Kit (619) 277-8900 x2662(d); (619) 232-2201 eves/wkends. Box 6497, San Diego, CA 92106

### CRUISING SAILBOATS

1980 Rafiki-35, Airex hull, teak decks, Volvo dsl., VHF, depth, etc., like new, \$68,000/offer. 1981 Tylercraft-24, twin keel sloop, 10 hp Merc., trailer, \$6,900/offer. Call Bill (408) 925-1295 wkdays; (408) 867-9202 after 6 pm

### 25' WING SAILBOAT

1968 English sloop. Built to Lloyd's AAA. Fiberglass, Lister dsl., VHF, autopilot, RDF, d.s., k.m., sleeps 4, new cushions, dodger and full canvas. Excellent condition. Cruise history. Reduced to \$16,500. (415) 548-4434 or (415) 524-7458

### 24' ALBERG SLOOP

This full keel, fiberglass sloop is in better than new condition, with NEW lifelines, stanchions, stern rail, cockpit cushions & dodger, makes a great weekend cruiser, 'plus new stainless steel vang, main sheet with traveler and backstay adjuster. Spinnaker gear with new spinnaker, 150, 90 and 110 headsails — jiffy reefing on main. Equipped with electronic depth, knot, fm stereo cassette. Newly rebuilt engine and full cover — plus much more. \$14,000

eves 456-9571 Warren

### DAWSON 26

25 hp i.b., stiff boat, 1300 lb swing keel, ctr ckpit, whl steer'g, aft cabin, head, galley, d.s., k.m., dbl lifelines, great Delta and Bay cruiser, awning, dinghy, swim ladder. immaculate. 161/2K. (415) 388-1367

### \$20,000 FIRM -- '76 RAWSON CRUISING BOAT

Like new, one-time offer. Heavy duty rigging, custom finished in teak, Yanmar diesel, main, 130% genoa, storm jib, etc. (415) 388-8458

### HALVERSON 41' aka FREYA 39

Brand new, ready to complete, fiberglass hull \$14,500. Double-ended, 1½" thick at turn of keel. 465-3486

### **1978 PEARSON 28**

Yellow hull no. 240, Atomic 4, tiller steer'g, d.s., k.m., main, jib, distinctive shooter, new epoxy bottom job. Little used, reg. maintenance. Nice fast boat, good cond. Ask \$27,900. (415) 521-1990

SALE, TRADE, SEEKING

16' spin. pole \$150; 4 step E-Z in ladder new \$40; PortaPotti

like new \$30; trade all or some for Sabut sail rig. Sacking

female companion for Mexico & possibly Belize, Caribbean,

etc. Cal Randy (415) 523-3644 or message 523-8709

### OLSON 30

Had a deal. Fell through for lack of financing, so: she is back on the block again, at \$19,950

Needs cosmetic work and a bottom job, but otherwise: rod rigging, head foil, custom spreaders, two spinnaker poles and sails: two jibs, three genoas, two spinnakers, and a spinnaker staysail. All winches are Barient, primary and secondary on cockpit coaming with halyarde etc on cabin top. This bargain price is firm.

Call Peter at 527-4190

### STEEL ROBERTS 35

Cutter rig, launched '82, dbl chine, 4 sails, Barlow's, RDF, depth, speedlog, self-steer'g, wind gen., 120 gal wtr., 70 gal dsl., comfortable liveaboard, offshore cruis'g, poss. financ. Askg \$39,000. (415) 364-9422, sistership sailed Cape Horn,

## ry and secondary on this free, it's unstructured, and it's open to everyo

It's free, it's unstructured, and it's open to everyone. It's Thursday, September 29th from 6:00 to 10:00 p.m. at the Sausalito Oruising Club at the Foot of Napa Street in Sausalito. See *Changes in Latitudes* for details.

# 30-FOOT SEA RAY

Twin V-8's, microwave, 3.5 kw generator, and more.

Below market value.

Call (415) 331-1585, General Yachts

### SAN DIEGO CHARTER

Sail San Diego Bay during your next visit to San Diego.
Cape Dory 30 available for bareboat charter.
Call: CRUISING ASSOCIATES, INC.
(619) 223-5695



### WIND GENERATORS

Turtle Power Wind Generator Kits
High Output
Reliable
Low Cost — \$254.90



### **ERICSON 23**

Great Bay Boat!
7 bags incl. spinnaker, 6 hp OB
\$5,900. Stan (415) 861-2587

### 36' ISLANDER, 1974

Immaculate liveaboard. Can be set-up for cruising or racing, no old problems to clean. Won't last long at \$60,000.

Chuck at GENERAL YACHTS (415) 331-1585

### WANTED: CASHIER — MARINE SUPPLY STORE

Parttime/fulltlme. Weekdays/weekends. Pleasant working conditions. Come in and fill out an application — see John Demeter at 2200 Livingston Street, Oakland, California, near Victoria Station restaurant. 532-5230. West Marine Products

### — BOAT OWNERS —

Tired of hassling with boat problems? One phone call, one free estimate, guaranteed work at reasonable rates. Licensed repairs, restorations and consulting services.

THE MARINE EXCHANGE — Licensed Dealer — 332-9231

John D. Skoriak, U.S.C.G. Licensed Captain

### **BAREBOAT CHARTER**

Cruise on the Bay, up to the Delta or along the Coast. Choose between our Cape Dory 36 or Allied 36 ketch Call (415) 591-4879 evenings

### C&C 35 MARK I

Speedo, RDF, depthsounder, VHF, compass, holding tank, dodger, new jib, new standing rigging 1 size larger, masthead strobe, sailing dinghy, jiffy reefing, 3 brnr. stove w/oven, cockpit cush., 3 anchors, man overboard gear/safety equipment. Spinnaker pole/track. Very clean. 235-0184/323-7013.

### **CATALINA 27**

1971 with 1982 Evinrude Sailboater; 9.9 hp electric start; remote control; depth gauge; VHF; alcohol stove & some gear. Great cruiser, excellent condition. San Rafael, Loch Lo-(415) 456-1159. mond berth. Must sell. \$13,500.

### VENTURE 2-24 "MISTY"

This fast beautiful sailboat is ready to go everywhere with you. Easy to trailer with retractable keel. Includes 12 hp outboard. Poptop w/dodger, head, radio, knotmeter, jiffy reef and much more. Call for full brochure. \$4,995. (415) 838-2468.

### **SELLING PARTNERSHIP**

26' Pearson Commander, fiberglass, full keel, stiff cruiser. Large cockpit, perfect for daysailing. Sleeps 4. San Francisco Marina Green berth (worth as much as boat). Partner sails during week; you get weekends. Good first boat. (415) 282-7912

505

US 7300. Parker 1981 hull. Light and strong, an excellent

boat at a reasonable price. Everything you need. Trailer and

dolly complete \$4500. (With extra mast and sails \$5500).

Fun, competitive, two person, dinghy fleet.

Call Rich Everett (415) 332-0202

### 41-FT RHODES BOUNTY II YAWL

1958/fiberglass, new diesel, wheel steering, new bottom paint, fifteen sails, Avon, electronics, cruise ready. \$55,000/Best Offer (415) 332-7543 after 6 p.m.

### CAL - 20

Superb Bay boat. Very well maintained, clean and original. New Johnson 7.5 hp, and keel bolts. Complete equipment, \$4,900/best offer. head, and Sausalito berth. Blue/white. 974-0690 (w) / 435-5097 (h)

Peter

### NALU II

5 time TransPac Winner.

46' Lapworth sloop '75. Mahogany on oak, brz. fastened, very good condition. Excellent liveaboard/cruiser. Incl. new teck decks, diesel, Aries, Loran, ham, VHF, H&C H2O, etc. 236-9817 / 527-0304. Asking \$62,000.

### **OWNER WISHES TO SHARE**

50% - 50%. Columbia 26. Fully equipped. Sausalito Berth. Phone: 982-7366

### 1950 CHRIS CRAFT MOTOR YACHT

Ideal liveaboard. Electric galley. Two heads, one w/tiled shower. Three double staterooms. To be sold as is, where is. Evan Pugh (415) 435-1149.

### MERIT 25

1982, excellent condition, very fast & fun. 1st MYCO Mid-Winters, active one-design class. Main, 110%, 150% & spinnaker by Horizon. Dry sailed. Windex, stove, trailer & NEW \$19.500/offer outboard. Owner must sell.

Mike: (408) 298-8463(e), 925-5503(d)

### TIME SHARE 1983 HUNTER 31

Memberships available, \$160/mo. plus insc. Sleeps seven, hot and cold pressure water, galley, head w/shower, electronics, diesel, stereo, pedestal steering. Alameda slip. Deb or George (415) 969-9992.

### **FULL SIZE TAMAYA SEXTANT**

Zero arc correction. 12 & 4 power scopes with eyepiece filters - illuminated scale - re-silvered mirror and adjust-\$444 firm. (415) 868-0116. ment certificate.

### INTERNATIONAL FOLKBOAT

Superb condition. "Shearwater" is for sale. This proven full keel, Swedish-built, Southern California veteran is totally equipped for cruising and racing. New BMW diesel, new custom dodger, ss frame, sail covers, sunshade, cockpit cuchions. Full sail inventory, all in new condition: main, jib, genoa, storm, spinnaker. Full electronics: Impulse depth finder, Swoffer knotmeter, log, VHF, tape deck. Total safety gear for offshore cruising. Self-tending jib for ease of sailing. \$25,000. Investigate this one.

(415) 525-5862

### LAPWORTH DASHER 32

A fast cruiser with an enviable Bay racing record, 6'2" headroom, aluminum mast, full cover; low maintenance strip-planked hull; strobe, VHF, Halon fire system; berth. (415) 398-3311 (day), 647-3027 (eve).

### 41' KETCH

Wood, fully equipped for cruising. VHF, Loran C, depth sounder, prop. stove/oven, freezer, cooler, 7 sails, 5 anchors, 2 dinghies and much more! Excellent condition. Call 841-9139 (eve)

### SAN JUAN 24

Fully loaded for racing or pleasure. 6 sails. Stove, sink, VHF radio, Honda 7.5 motor. Comes with trailer. Must sacrifice. Call after 5 pm weekdays 837-1097. \$15,000.

### YOUNG MAN OF 42

Singlehanding big sailboat seeks one or two relaxed women for fall, winter, spring cruise of Mexico mainland and points west later. Share expenses. Yate, "PS", c/o Capitania del Puerto, Puerto Escondido, B.C.S., Mexico.

### **AQUARIUS 21 SLOOP**

With trailer, anchor, life jackets, Porta-Potti, alcohol stove. \$3,800 or B/O. Roomy cabin sleeps four.

(707) 887-2644 after 5 p.m.

40' Samson ferro cutter '76. Excellent condition with 3 pages cruising inventory including new Perkins diesel. Has cruised over 20,000 miles and ready to go again. Owners must sell due to new addition in the family. Sacrifice below cost. \$50,000 236-9817 or 526-7486. \$50,000.

### **EAST COAST TRITON**

28.5 ft. Alberg design 7/8 rig sloop. VHF, DS, knotmeter and more. Modified interior for better comfort. Atomic Four re-\$18,000. built 1979, Great Bay cruiser/racer. (415) 964-9780

### UNEMPLOYMENT FORCES SALE

Of a 31' Piver trimaran with diesel, AC/DC fridge, 3 burner stove, hot water, depth finder, ship to shore, 6 man dinghy and more. Sleeps 6, new paint. Berth at Pier 39 appraised for \$40,000. Asking \$31,500 or B/O. Call anytime (415) 372-8770.

### WESTERLEY NOMAD SLOOP

Petter diesel, trailer & standing headroom are some of features of this rugged little fiberglass cruiser. Bow & stern pulpits w/double lifelines, plus autohelm, RDF, VHF, & depth sounder incl. in this fully equipped Lloyd's certified boat. \$12,500/consid. trade for Irgr boat. (415) 322-1531 (msg).

### INTERNATIONAL FOLKBOAT 26

Strong; sturdy; full keel; fiberglass. Upwind Berkeley berth. 30" lifelines; oversized rigging; extra vents; 2 sets jiffy reefing; 2 anchors, 400' 1/2" nylon, 70' chain. \$15,500. Ken (415) 837-1399

### SEEKING SAILBOAT PARTNERSHIP

Minimum 26', racer/cruiser. At Sausalito, Tiburon, San Francisco location. (408) 746-0843 (eve)

### BRISTOL BRIGHTWORK ULTD.

Custom Refinishing • Touch-Up • Maintenance • Masts Rails • Interior • Exterior • Brass Polish & Coating Decking • Hardware Repair/Commissioning Traditional Class • Modern Techniques • Top-Line Materials For Free Estimates, Call Geoffrey M. Roberts (415) 897-0575

### FALL MOORAGE SPECIAL!

Our new 40 and 50 foot slips have power and water. We want to fill them now! Call The Island (formerly Bruno's) for a great deal! 1200 Brannan Island Road, Isleton, CA 95641

(916) 777-6084

# FOR RENT TO EXPERIENCED SAILORS

Weekend Day Rate: 1980 Seidelmann 25, \$70; 1982 CS 33, \$135; 1977 Wright-Allied 36, \$175. All have inboard diesels. 20% weekday discount. Half-weekdays available. \$125 security deposit. \$12.50 monthly dues. Cal-Pacific Associates (415) 489-3585.

### 100% MARINE ORIENTED BUSINESS

Seeking a young, high-energy self-motivated salesman. Sailing experience required. Great career opportunity. Send resume and cover letter to: P.O. Box 1156, Sausalito 94966.

### ROBERT H. PERRY

YACHT BROKERS AND CONSULTANTS, INC. Northwest boat seek glamourous new life in the Bay Area. Racer/Cruiser: Freya 39, 107K; traditional cruiser: Hans Christian 38 105K; liveaboard/cruiser: C.T. 37, 85K; contem-

porary racer: Aphrodite 101, 45K. WE HAVE YOUR BOAT (206) 789-7090 Our insured and bonded mobile crews clean and detail yachts of all shapes and sizes on all Bay waterways; scheduled maintenance programs available. Service includes: Scrub Downs • Teak Conditioning • Waxing Varnishing • Small Boat Repairs • Free Estimates 1720 Adeline St., Oakland, CA 94607 (415) 834-3990



### CAL 2-30 --- 30' SLOOP

Excellent condition, sleeps 6, fully rigged, five sails, new head. \$29,000. Santa Cruz slip. (408) 438-5144 or (408)

### LOOKING FOR A BOAT TO CHARTER

For the 1984 Singlehanded TransPac: Need a seaworthy sloop 30' to 36', one way only. Call Gene Haynes, Commodore, Singlehanded Sailing Society, at (415) 523-6200 weekdays for details on his prespective racer

### **CLIPPER MARINE 26**

Crealock design. Great family boat. Swing keel, sleeps 5, Honda O.B., pulpit, lifelines. All lines lead to cockpit including reef. Tandem trlr. w/brakes. Berth available. I'm anxious, new boat has arrived. Reduced to \$7,900/offer. (415) 536-3265.

### **CRUISING SANTA CRUZ 27**

9 sails, wheel steering, fireplace, portapotti, forestay w/2 sails, outboard, VHF, RDF, headfoil, depth sounder, selftailing main winches, hinged mast, trailer. Sailed only by 121/2% down. 10.9%/10 year financing. grandparents. (415) 388-6533.

### **CHERUBINI 44**

Fiberglass hull; deck, cabin, cockpit, ballast, sails, beautiful 331-2917.

TAYANA 37 — CHARITY
Live aboard and cruise ready. Hull #131, 6 sails, dodger, windvane, and more. Must see. Will consider smaller sailboat for part of equity. Call (415) 523-8907 or (415) 769-9730 after 5:00.

### **CT 41**

1975 FG Garden design. Diesel, Aries, Windlass, 9 bags sails. shipshape and cruise ready. \$75,000. By owner. Box 772, Vallejo.

### ISLANDER - BAHAMA 30-FT. 1980

Volvo-Penta MD7A dsl w/Racor filters, North main, 90% & 110% jib & Sutter radial headsail, k.m., d.s., 50-channel marine radio, Lewmar halyard winches, ocean strobe, more. Perfect condition/one owner. \$39,900. John 849-3848 eves.

### TRADE YOUR "LIVE-ABOARD" SIZE BOAT

For four houses located in Susanville, Calif. For information write: J. Cox P.O. Box 121, Litchfield, CA 96117

### **LOST EL TORO WOODY**

San Pablo Bay on 7-15-83. The tow line broke at night. Have owned her forever and would dearly love to have her back. Please call Tom O'Connell 332-2521. Reward.

### SAN JUAN 21 - 1977

Excellent condition. Trailer. Berth. 3.5 hp OB. Impressively equipped with 5 sails (incl. spinnaker, storm jib), VHF, new interior, new bottom paint. Good Bay and lake boat. Sleeps 4. (415) 854-1313.

### 0'DAY 23

Fully equipped: 4 sails, 6 hp O/B, depth sounder, compass, windex, pulpits, life lines, galley, head, sleeps 4; E-Z loader trailer; Ballena berth possible; excellent condition; best (408) 268-3794. trailerable boat on Bay. Make offer.

### FOR SALE

Catalina 30, Yanmar dsl., alcohol stove, new bottom paint and batteries, holding tank w/thruhull, tiller, North main, Leading Edge 110/150, D.S., new K.M., VHF. Traveler control, Vang, backstay tensioner, shore power, cockpit rigged. G.E. Robinson, (415) 447-5653 (e) / (408) 738-7475 (d).

### PROVEN BLUE WATER CRUISER

Cheoy Lee OS27, So. Pac. Vet. Diesel, 4 jibs, spinnakeer, self-steering vane, 2 anchors, propane stove, Cole heater, compass, knotmeter-log, new Barlows, Sea hood, Dodger, weather curt., teak deck. \$26,500. (408) 736-2696.

### **EXPLORER 45**

1978 Cutter. Bristol condition. 32,000 lbs. of strong, fast cruising sailboat. Generator, spinnaker, ref-frez. Nillson Windlass, stereo . . . Original owner. Sacrifice. \$99,500. (805) 685-3734

### "MEANDER"

Classic 28' cutter, Winslow design featured in Yachting Dec., 1935. Built by Aiken, mahogany on oak. Sound but needs cosmetic work. Santa Cruz berth P-12. \$17,500. Drakes 13' fiberglass sloop with galvanized trailer. \$1,000. (408) 462-6379

### 1980 17' PIVER TRIMARAN

It's fast, light, and strong, with trailer, cover, main and jib sails, 24' aluminum mast, lights, storage compartments, and quality hardware. Sailed one season. \$1,500. Skip Zeller 924-3735

### **APHRODITE 101**

33' Danish-crafted sloop. Easy to cruise/race with selftacking jib. Beautiful and fast. Diesel, North sails, raced competitively in PHRF. Call Greg Warner (415) 938-5200 (d) or (415) 938-4589 (e)

### **VENTURE 24**

1969 fiberglass sloop, 9.9 h p Johnson outboard, 4 sails, lapper, genoa, spinnaker, main. \$3,700. Call after 6 p.m. (415) 932-8148.

### **WILDERNESS 21**

Fast and fully equipped, excellent shape. 11 sails, knotmeter, log, VHF, recenlty L.P. Boat has been dry sailed, boat in L.A. Will consider delivery boat. \$9,500. (213) 837-8047. ITEMS FOR SALE - Walker Log \$160. Radar detect. PC \$450. Hassler str'g vane \$900. Avon Redcrest self-inflt. \$900. VHF \$200. Kenwood TS120 ham \$450. Nav. calc. \$60. Solar panels \$150 ea. Tow gener. \$100. Sextant \$350. Drake shtwave recv. \$200. 25lbs CQR \$180. Honda gener. \$120. Solarstills \$30 ea. 1/4 & 5/16 anc. chn. More. (415) 522-1561.

### **GOING CRUISING?**

Active Bay sailor, certified emergency R.N. Looking for ocean passage with experienced skipper during October or November. Will share sailing and expenses. Need ocean experience. (408) 476-1753.

### SANTA CRUZ 27 - MUST SELL

Trailer, new main and genoas, hull in excellent condition. I must sell this boat immediately. Call me (Jim) and make offer. (408) 256-2138 days, leave message.

### **WESTSAIL 43**

Tall rig cutter, factory finished, all wood interior, bristol, easily handled by couple, self-tailing winches, 8 sails, windvane, refrigeration, electric windlass, VHF, RDF, Ham, instruments, slip available, private party. Call (213) 549-5582 after 1 pm.

### CHEAP INSURANCE FOR OFFSHORE CRUISERS

Offshore Cruising Seminars by John Neal

Aug. Seminar Sold Out! Next Bay Area Seminar Oct. 1 & 2, Tiburon Lodge. Don't miss out! Will save you time, money, maybe your boat or life. Vital information, 2 days, 16 hrs., includes 124 page Notebook \$85 single/\$125 couple. Mahina Cruising Services, Box 21814, Seattle, WA 98111 (206) 784-0187.

### MAHINA CRUISING SERVICES

OFFSHORE CRUISING SEMINARS for safe and enjoyable voyaging. Topics: boat selection, outfitting, tropical & cruising medicine, weather & passage planning, coral piloting and navigation, storm avoidance & management, anchoring, visas, etc. Tiburon Lodge: Oct. 1 & 2 / Newport Beach: Sept. 24 & 25. For brochure: John Neal, Box 21814, Seattle, WA 98111 (206) 784-0187

### MARINE SURVEYOR

## FRANK OLIVEIRA

Call Before 9AM

(415) 388-2239

### CHART PORTFOLIO SERVICES

Repro. charts, entire Pacific Coast, Alaska to Panama, Hawaii, French Polynesia, Cooks, Tonga, Fiji, Samoa, New Zealand, Australia, etc. Excellent quality, about 1/5 cost originally. Free index, \$2 for sample chart of Bora Bora or Marquesas. Mahina Cruising Services

John Neal, Box 21814, Seattle, WA 98111 / (206) 784-0187

### **Professional Marine Services**

YACHT DELIVERY AND MANAGEMENT / COMPETITIVE RATES Peter M. Sutter / Bert Weiner / Gary L. Hoover 60 Years of Delivery Experience Awaits Your Call (415) 332-2510 / (415) 570-5135 Monterey area (408) 649-1797

### **ISLANDER 37 PILOTHOUSE**

Custom built to highest standards. Westerbeke 50 hp diesel (50 hrs). Dual Wagner hyd. steering, Dickinson stove and heater, and many other quality features. Boat is new and in excellent condition. \$75,000.

Call INTREPID BOAT SALES for further info. (206) 676-1248, Bellingham, Wa.

### ZENITH TRANS OCEANIC RADIO R7000

The ultimate receiver — for RDF, WWV, SSB weather, VHF weather, shortwave, AM, FM, ham Powered by battery, 110, 220, optional 12v. 90 day warranty. List \$450; your cost \$350 + \$10 UPS. No tax. Mahina Cruising Services, P.O. Box 21814, Smith WA 98111 (206) 784-0187

### BARE BOAT CHARTER — APOLLO 22

Sleeps 4, refrigerator, stove, head, flybridge, Volvo 200C I/O, VHF, depth finder, rubber dinghy, \$400 per week. With trailer, \$500 per week. With Ford Van having double bed, \$700 per week. 989-0123 days, 655-4405 eves.

### ALDEN ROWING SHEEL 18'

Stable and fast. Room for two. Can be rowed double, single or carry passenger. "Oarmaster" w/sliding seat and outriggers. 9 ft. wooden oars. Easy to carry on cartop. \$1,100.

(415) 493-5891

### 1980 CHEOY LEE 41 KETCH adv for ocean cruising, Perkins diesel, all no

Ready for ocean cruising, Perkins diesel, all new Nav Tec rigging, new interior cushions, Loran C, VHF, depth sounder, battery charger, refrigeration, and much more. Ballena Bay berth. (415) 521-4998.

### ERICSON 27 SAILING CLUB

Bay berth, \$27,500.

35 FT. SILVER QUEEN HOUSEBOAT

Liveaboard or cruise ready, Chrysler V8 & outdrive 104 total

hours, custom drapes & carpets, 8 ft. Montgomery sailing

dinghy on Davotts, custom canvas & deck furniture. Ballena

(415) 521-4996.

Sail S.F. Bay aboard a well-equipped, Oakland Estuary berthed, 1978 Ericson 27. Up to 40 days use per year. \$925 plus deposit for one year membership. Experience and qualifications required. (415) 339-2838.

### SAIL TO MEXICO

25' twin keel cutter. Low maintenance. And easy care. Fiberglass, teak decks and aluminum spars. Shallow draft 2'9''. Seaworthy. Prototype sailed Pacific. Adventure for \$15,000. (415) 493-5891.

### 1975 24 FT. NIGHTENGALE

Tom Wylie design Bay racer or cruiser. 5 North sails all excellent condition, Chrysler 7.5 outboard, Barient winches, very good condition. Best offer over \$12,500. Ballena Bay berth. (415) 521-4998.

### TEXAS (TYPE) DORY

Beautiful 16-footer with two rowing stations, motor well, high bow, and heavy bottom. A very stable design suitable for fishing or rowing, \$995. 10'-12' oars, two piece construction, handmade, \$65. Pier 66.

Dan 775-8395.

### CHRYSLER 22

1978, new in 1980. Excellent condition, vinyl bottom paint, galley, E-Z loader trailer, outboard, swing keel, lifelines, bow and stern pulpit, kick up rudder, new mainsail, porta potty. Clean, freshwater sailed. \$9,000. (707) 964-5438.

### WANTED

U.S. 6205; excellent condition brand new Ballenger mast;

new Horizon jib; red hull; cover and trailer. \$2,000 or best of-

fer. (415) 861-2265 (wk) / (415) 731-7215 (hm).

One captain (non-smoker) who cares about himself, his boat and other people; to meet an adventurous, intelligent, happy and self-sufficient 38 year old lady with sextant and much more to contribute to an extended cruising life. Call Lois: (206) 525-2000.

### BIRTH NOTICE

New twin crew members make it necessary to sell our 32'
Pearson Vanguard so we can put a down payment on their
college education. For more information please call
343-8965 after 6 p.m. \$30,000/Best offer or Stanford.

### 1980 ROBERTS 25

Shoal draft, sail Bay or ocean, 6' headroom, galley, head, VHF, D.S., jiffy reefing, rigged single handing, trailer, berth available. Asking \$14,500/B.O. Must sell. (408) 475-4142.

### CLASSIC MASTER MARINER

"Vim", 27' Sea Islander, built by Kugge '55. Bronze fastened, lead keel, oak framed, mahogany planked. Atomic 4 aux., fatho, VHF, CB, tape deck. 1st in Class Master Mariner 1981, 2nd 1983. Monterey slip. \$25,000.

### Phone (408) 624-9209

### 1981 WINDROSE 5.5

18 ft., 4 berths, fixed keel. In excellent condition. Includes EZ loader trailer and Mariner outboard motor with charger. Call Jay (415) 934-4785.

### J/24

Bought new 1980. 4½ hp o/b. Jib, Genoa, Spinnaker. Lots of extras. New bottom. \$15,000 or best offer. Guy (415) 456-1516.

### CRUISE TO MEXICO

Leaving S.F. 9/19. Sail our boat, eat our food; enjoy sun/fun of coastal cruising! Many stops along the way. Join us for all or any part of the trip, \$15/day (includes food). (916) 489-2857 or (916) 423-1931 after 9/19.

**CAL - 20** 

North Sails, Barient winches

6 hp Johnson, many extras

**Great Boat** 

Asking \$4,300

### RENEGADE

25' gaff tops'l cutter. The original Lyle Hess design after which 'Serafyn' was built. 'Serafyn' was made famous by the Pardees. Completely restored with new 2-cyclinder Yanmar diesel. Placed second in the 1983 Master Mariners Regatta. After 10 years of ownership, we are looking for a new owner who loves classic wooden boats.

### Price \$28,000.

LOD 24'8" / LOA 30'8" / DRAFT 4'8" / BEAM 9'0"
Hull — Fir / Ribs & Deck Beams — Oak / Decks — Teak
Spars — Straight Grain Spruce / Displacement 10,780 lbs.
Location — Sausalito
Call Bill Reiss
(415) 622-6114
weekdays

### MERMAID 21'

Beautiful wood classic Folkboat design; Denmark built by Peterson. Full keel. Honduras mahogany cabin, trim. Entire topside completely overhauled with newly recanvassed deck, refinished brightwork. Dry hull. Sleeps 4, stove. 7 hp Evinrude. Berkeley berth. \$4500. (707) 557-3834.

### 1978 CAL 2-27

Fresh water sailed popular bay boat. Atomic 4, new batteries, main, 110, 150 and #3 jibs, 4 winches, gimbeled 2 burner stove, VHF, speedo, dinghy, spinnaker pole & lift, compass, many extras, superior condition. \$27,900.

### (415) 692-4099 (eves)

### SANTANA 22

Good condition. Depth sounder, lights, cushions, anchor, British Seagull, pulpit, life lines, lifting sling, new upgraded standing rigging, rigged for single handing, more. No. 401. Asking \$6000. (415) 254-1490.

### 35' ULDB CRUISER SONJIAS SPIRT

Coldmolded double ender by Gary W. Mull now being constructed, 30' LWL, 5200# displacement, 53% ballast ratio, fractional rig, 9'3'' beam, for price options and details write Don L. Macey, Box 604, Homewood, CA 95718.

### 30' DUTCH MILL CRUISING SLOOP

Beautiful mahogany cabin, rigged for singlehanded cruising with club jib, self-steering tiller and intr. wheel, fireplace, head, 25 hp '79 Palmer, sleeps 4. \$13,500.

Rick (415) 271-2123 (0) / 332-2472 (h)

### **OLD TOWN CANOE**

Classic 17 ft. w/car carrier, paddles, cushions, floor board. Yellow exterior w/natural wood ribs, cane seat. Superb condition. \$1,000 cash. Call after 6 p.m. (916) 269-1103.

1975 model loaded with extras including wheel, 9 winches, four sails (spinnaker, 150, working jib and main). New radio, cockpit cushions, and teak Helman seat. Owner must sell. \$26,500/Offer. (415) 820-5954.

ISLANDER 30 MK II

### HOME FOR SALE

(916) 451-7008

New Architectural Masterpiece.

Best buy on the Bay in historic Pt. Richmond.

Magnificent view! \$319,000 / Broker Cooperation

475 Western Drive

Call: Tim Stokes 428-2265 / Kirk Russell 236-0392

### MARINE DOCUMENTATION

SANDRA K. HANSEN Attorney at Law

2415 Mariner Square Drive Alameda, Ca. 94501 521-5500

### "TINKER"

43' Gulfstar Sloop just returned from Hawaii-Alaska cruise. Taking crew applications for 1983-84 cruise to East Coast via Panama with stops in Mexico, the Caribbean, etc. Expenses \$875 per week max. Send inquiries and resume to J. Gifford, 1920 Latham St., Apt. 7, Mt. View, CA 94040.

# 1957 SAMURAI 28 SLOOP

A perfectly restored, double planked mahogany classic.

American design and Japanese master craftmanship make this a yacht of highest quality.

Inboard power and all electronics; ready to sail anywhere.

Asking \$23,000.

Glen Cove Yacht Sales

(707)552-4206

### DAVE KETTENHOFEN

### MARINE SERVICES

Yacht commissioning Engine repairs (415) 521-4998

Yacht deliveries Sailboat rigging
Mechanical and electrical installations
1144 Ballena Bl., Alameda, CA 94501
MARINE DISTRIBUTOR FOR BRIWAX INTERNATIONAL

### 1973 ERICSON 27 SLOOP

This beautiful and capable yacht has custom interior, inboard power, full electronics, self-steering and is in near new condition. Owner is very anxious to sell.

Glen Cove Yacht Sales, Vallejo (707) 552-4206

### FLICKA '78, Saus, berth 24' ISLANDER Bahama '67, glean 6,000 24' C&C '76 racer/cruiser ...... 24' J/24 '79, with trailer ..... 24' MOORE '79 one-design sloop 25' FRIENDSHIP '65 Schooner class 25' KIRBY '79, daysailor ... 26' RANGER '72, one-design ... 26' PEARSON ARIEL '76, nice ... 26' CLIPPER MARINE '74, sloop 49,950 29' SOVERAL '64 shoal-centerboard 16,500 30' ERICSON '69 racer/cruiser 26,500 30' RAWSON '62 cruiser 30' RAWSON '64 well-equipped 35,000 32,500 32,000 32' PEARSON '65 diesel sloop 32' PEARSON '63 cruiser.... 32' ISLANDER '77 diesel sloop 45,000 32' ISLANDER '76 loaded 59,000 33,500 66,770 22,500 27,500 34' TARTAN '74 sloop etrboard 35' ERICSON '76 MkII clean ... 35' ERICSON '66 Mki full keel 35' CHEOY LEE Lion '57 classic 35' FANTASIA '79 cutter. MAGELLAN center cockpit



'CONSTELLATION" 33' DON PETERS Custom Slp. Cstm built in '79 & meticulously maintained since, she's in 19,000 as new cond. Owners motivated, reduced to \$75,000.



"SPARTAN" 33' TARTAN TEN. Season champ '79,'82, &'83? Completely race-equipped including reputation. Seriously for sale - just \$33,500.



ISLANDER 36 1 of the Bays most popular racer/cruisers. Fresh Perkins, 110v gen., refrig. & more. Ask \$69,900.



"PAGAN MISTRESS" 36' GILMER Cruising Ketch. She represents the best in trad'l design & const. A unique example of quality craftsmanship & attention to detail. Only \$109,900.



"HOMER" 40' KETTENBERG SIP. She's completely cruise equipt incl. charts & pilotage for No. & So. Pac. Scuba gear optional. \$45,000.



"ISIS" 41' MORGAN O/I Slp. Ideal liveaboard cruiser. Very roomy interior, easily, handled rig make this yacht especially suitable for shorthanded

Ocean Yachts

36' GILMER Cruising Ketch '79 . . . . 109,900 36' JOHN ALDEN '37 classic ketch . . 60,000 37' FISHER '78 M/S pilothouse . . . . 125,000 40' KETTENBERG Sloop '62 bristol. 41' ISLANDER '73 racer/cruiser....100,000 41' ISLANDER '73 tall-rigged sloop..89,000 41' ISLANDER FREEPORT '76 ketch125,000 43' SERENDIPITY '79 race ready .. 175,000 46' MORGAN '79 ketch cruiser.... 179,000 47' OLYMPIC OFFSHORE cruising ketch'74 . 134,500 48' CLIPPER STAYSAIL sch. Cheoy Lee 50' GULFSTAR '77 ketch. 51' FORCE 50 '79 ketch... 52' CHEOY LEE '80 m/s ketch. NEW SAILBOATS SAILAWAY PRICE 38' GOLDEN WAVE slp aft cabin...110,000 42' GOLDEN WAVE sloop dinette...130,000 48' GOLDEN WAVE ketch

centerboard opt ........
55' GOLDEN WAVE sloop, NEW by Pedrick .....

Skippers Yacht Sales

Wind Circle Sailing Yachts, Inc.

1220 Brickyard Cove Road, Suite 100, Pt. Richmond, CA 94801

(415) 234-6688

# Dealers for GOLDEN WAVE YACHTS

# OVERTISER'S INDEX

		<b>S</b>
Alameda 1.1 National Birik		
Alls Marine Store		
Amer+an €r astal		rts
Tuising School		4.00
Archorag Marine		A
Autogram	- 11	← ← W an
Bar wer Inc		
ack Barr Fact t Sales		
Hi Rigger. In		
Baytronic i Culpi hat bi-	134	5 - 5 - 10 no
Berkeley Mariiii Ciinter	44	11 les
Bat San	46	
		V/ -
Beatington		ter III
Bratins Supply		
Chris Bilk fratriciner t	14	
Bry Scout of Am 404	, al	
Bri barie Mai na		
Brennan Boat Supp		the second secon
Pine Boat		18
Caltornia Maritime Acase in		. 26
California Sailing	41	7(1
Cal Marine Electronics		
Canvas Shop, The	64	
Capital Insurance		5 to 4,1.4.1
Chartguide Ltd	1.15	(= 1) n

oe Harris Clothing	33
Haynes Sails	194
Hogin Sails	23
-lopwood Yachts U.S.A	81
Horizon Charters	78
Horizon Sails	- 11
Humboldt Bay Yachts	76
inter Mark	30,31
-Boats West	36,37
rotinson Hicks	54,55
Peter Jones Yacht Brokerage	213
World	. 18
amoe & Martin	
Yachts Ltd	14
arsen Sails	74
Leading Edge Sails	53
Tarii Custom Boat Repair	146
Marin Marine	38
Marin Motorsports	126
Marin Yacht Sales	119
Marina Bay	34,35
Marina Village	48
Marine Engineering Assoc.	80
Marine Marketplace	-38
Mariner Santa Cruz	84
Maritime Electronics	84
Martec Engineering	126
Martin Yachts/M-242	75
McGirinis Insurance.	6.
Monterey Bay Fiberglass	88
Moore's Sailboats	7.
Motorcycles Unlimited	88
Nadalin Yachts	210
New Bedford Insurance .	5
Nicro/Fico	6
North Sails	4

Oceanic Tacht Sales	64
Olympic Circle Sailing	66
O'Neill's	,17.74
Pacific Marine Supply	70
Pacific Delta Insurance.	. 157
Pacific States Yachts, Inc.	138
Palo Alto Harbor Assoc	. 147
Kermit Parker Yacht Sales	213
Passage Yachts 6,7.	.8,9,13
Peninsula Marine Services .	29
Pier Six Corporation	. 70
Pier Six Corporation Pt. Bonita Yachts 108,10	09,110
Portobello	42
Pryde Sails	67
Pusser's Rum	27
R Yacht Sales	. 210
Railmakers ,	194
Richards & van Heeckeren	. 3
Richmond Yacht Service	134
Ruby .	. 175
Rutherford Boat Yard	. 175
Saíl Plus Power	61
Sailboat Shop	2
Sailnetics	134
Sailor Import/Export	147
S.F. Bay Boat Brokers .	210
S.F.Cruising Center	. 20
S.F. Yacht Service	147
	75,183
Sani-Fem®	
Santa Fe Yacht Sales	. 62
Sausalito Marine Salvage	76
Sausalito Rigg'g & Electronic	s 67
Scanmar Marine	. 44
Seabird Sailing School	. 134
Seabreeze	
Yacht Center, Inc.	60
Seapower	
Sea Haven Marine	76
Seasyn Distributing	79
Seven Seas Press	15
Sika Corporation	. 78
Singlehanded Sailing Society.	
- Branded Salling Society	103

Slocum Yachts Inc	. 82
Smith & Co	142
	68,69
Spinnaker Shop	43
Stanford University	10
Starbuck Canvas Works	29
Stockdale Stockdale	
Marine & Nav. Center	33
Stockton Yacht Sales	212
Sun Sails	38
Supercats	58
Sutter Sails	51
Svendsen's Boat Works	40,41
Tedrick-Higbee Insurance	157
Bob Tefft Cruising .	213
The Last Word	. 78
Tradewind Instruments	89
TransPak Insurance	. 46
Trimble Navigation	125
United States Yacht Bureau	50
Vallejo Marine .	. 38
Voyager Marine.	52,87
Voyageur Yacht & Ships Broke	ers209
Walnut Creek Honda	85
Wayne Marine .	194
Wells Fargo.	. 75
West Coast Yachts	. 212
West Marine	
Products	,92,93
vvestern Unrome Plating	146
vvnale Point Marine	56
Willard Marine72.7 Wind Circle Sailing72.7	. 111
Wind Circle Sailing 72,7	73,208
Windships	8,209
Windsurfing Marin	. 26
Don Wilson Yachts	39
Yacht Portraits	
by William Schaefer	. 147
Yacht — Calkins 40 .	210
Yacht — Catboat	
Yacht — Thurston	142
Yacht — Thurston Yacht — Victoria	
Yacht — Victoria Yacht Registry	194



EEEEEEEEEEEEEEE

YACHT AND SHIP BROKERS FOOT OF LOCUST STREET SAUSALITO, CA 94965

(Adjacent to Sausalito Marineways)

(415) 331-0644

	}
47' OLYMPIC Offshore Cruising KETCH	\$134,500
42' WESTSAIL New	\$139,500
41' ISLANDER FREEPORT	\$139,000
41' MORGAN O.I., 1979	\$119,500
41' MORGAN O.I	\$86,900
41' YANKEE CLIPPER	\$69,000
40' OCEAN MOTOR SAILER New	\$120,000
40' VALIANT 1979	\$154,000
40' STADEL KETCH	\$69,500
40' COLUMBIA	\$55,000
39' WESTSAIL 11.8	\$115,000
32' WESTSAIL CUTTER	\$60,000
32' WESTSAIL CUTTER	\$49,000
30' CHANCE ALLIED	\$30,000
30' BENFORD DESIGN SLOOP	\$19,500
27' NEWPORT SLOOP	\$19,000
26' MARIEHOLM	017 000
INTERNATIONAL FOLKBOAT	\$17,900
26' PEARSON ARIEL	\$11,900
24' GLADIATOR SLOOP	
21' FROG DEMO	. \$9,500

BROKERAGE SLIPS Up to 80-Ft Available Behind Our Office

<del>3333333333333333333333333</del>

37 HUNTER CUTTER 1979 Model - Aft Cabin - Separate Shower, Wheel Steering, Five Sails Including Booster, Water Heater, Electronics Plus More — Bristol. September Special \$57,500 plus 6 month berth rent As low as \$508 per month WE GUARANTEE A BERTH WITH EVERY BOAT **NEW OR BROKERAGE** WE SELL — **SAILBOATS** 23' ERICSON sloop '75, Evinrude 6 h.p. aux. main, 110, 130 sails, 110v dockside, 25' GREAT DANE '56, full keel, planked mahog. sloop, inb. engine, 2 suits sails, 26' KINGS CRUISER '54, full keel plank mahog. hull, sloop, inb. eng., very ..... owner anxious 7,500 2-27 CAL sloop '75, 4 sails incl. spinnaker ..... reduced to 22,900 2-27 CAL sloop '77, Atomic 4, very nice ..... reduced to 23,900 28' TAIPAN sloop '70, full keel, fiberglass hull, inb. eng., teak decks, classic .....32,500 .....try 44,000 35' ERICSON '75, Volvo diesel '81, 4 sails, shwr, refrig, other extras great liveaboard.....try 125,000 **TRAWLERS** 34' CALIFORNIA w/Flybridge, tw dsl., radar, autopilot, refrig., shower, 40' CT '81 w/aft cabin & Flybridge, radar, ADF, autopilot, microwave, flobber radios, (2) depth ind., 7.5 kw gen ..... try 105,000 TAYANA 37 MKII Cutter — PilotHouse At Our Docks Now Ask About Our Lease-Back And Charter Plan 54 jack london square Oakland, CA 94607 (415) 834-8232 OPEN 7 DAYS — AFTER 6 P.M. BY APPOINTMENT

## SAN FRANCISCO BAY BOAT BROKERS

SAUSALITO, CA (415) 332-8794

24'	Islander Bahama	. 1967	6,000.00
27'	Albin Vega		22,500.00
28'	Triton		20,000.00
29'			31,500.00
30'	Cal 2-29	1978	42,000.00
30'	Alberg/Whitby	1069	31,500.00
31'	Cheey Lee Offshore		39,000.00
34'	Cal 34	. 1000 1000	34,500.00
3 <i>5'</i>	Fantesia		84.000.00
38'	Ingrid Ketch	1977	88,000.00
40'	Cheoy Lee Midshipman Ketch		100.000.00
41'	Gulfster, Critr Cockpit Sloop		81,000.00
51'	Skye		199,000.00
,	— <del>— — — — — — — — — — — — — — — — — — </del>		100,000.00
25'	Fleur Blue #31	1061	9,000.00
29'	Viking (Adriatic Auxiliary)		17,000.00
341	Cutter (rebuilt 1974)		
34'	Cutter "Grampa", Master Mariner		
35'	Roberts 35 Steel Cutter		
381	Farallone Clipper	1950	36,500.00
40'	Sparkman&Stephens Bermuda Ywl	. 1953	. 120,000.00
10'	Kettenburg K-40		
451	N.Z. Cstm World Cruising Ketch		. 135,000.00
50'	Lapworth/Cheoy Lee Sloop		79,500.00
		. ,002	
24'	Reinell 24	. 1978	15,500.00
30'	Pacemaker Sportfisher		14,500.00
38,	Pacemaker Sportfisher		39,995,00
381.	Fellows & Stewart dbl cabin cruiser.		12,000.00
351	MV (Comm. Fish/Charter) F/C		. 300,000.00
	,		,

# YACHT SALES IN VALLEJO TO SERVE THE NORTH BAY

Les .		SELECTED POWER
22' O'Day w/ber	th 6,500	24' SeaRay 245SDA w/trlr 16,900
	perth 4,000	27' Trojan
		28' Viking (Sweden) no engs . 3,600
	12,000	28' Fairliner
	15,000	36' Hunter 25,000
	16,900	31' Trojan
	42,000	38' Pacemaker twin dsls 67,000
32' Clipper Mari	ne 12,500	45' Chris Craft 80,000

FREEDOM YACHT Dealer/See Our Video Listings

(707) 557-5550 24 FLORIDA STREET, VALLEJO, CA 94590

# NADALIN YACHTING

20' WINDROSE w/trir ,	\$7,500	30' HUNTER	\$29,900
21 WILDERNESS	9,000	30' ISLANDER MKII, 2 boat owne	er 30,000
22'TEMPEST	2,500	30' ERICSON	21,000
24' GAL 224 w/trlr	7,950	30' FARALLON	44,500
24' S-2	16,000	34' HANS CHRISTIAN, any offer!	79,500
24' J/24	14,900	36' COLUMBIA, liveaboard extras	44,900
25' CAPRI	16,000	37' IRWIN, desperate!	82,500
274 TARTAN	23,000	37' ENDEAVOUR	97,500
27' O'DAY inboard	26,500	37' BROWN TRIMARAN	58,500
28' MORGAN O.I. transfer!	28,900	29' CAVALIER	78,500
28' HALLBERG ,	16,000	41° CT	96,000
29' RANGER	27,000	45' DOWNEASTER estate sale!	175,000

(415) 364-4641

# **ESTATE SALE**



# **CALKINS 40**

**AEGAEON** is a fast, weatherly and easy to handle gem in mahogany and teak . . . Classy. Complete sail inventory for racing and cruising, diesel, full instruments, ground tackle and windlass, dinghy, liferaft. And many extras. Replacement \$112,000.

Bids will be accepted from \$38,000 Sale Ends Saturday, September 17, 1983 For further information (415) 841-2076

# VICTORIA FOR SALE BY OWNER 42.6 LOD, 13.4 Beam, 5.9 Draft, 18 Tons



Ultimate cruise live aboard, custom built in 1975 for present owner by R. Fung, Hong Kong, teak over ipol frames copper rivetted, William Garden design. This is a very clean vessel ready for sea.

85 HP Diesel, 200 gal. fuel, radio, RDF, depth sounder, auto pilot, sea temp, wheel steering, 6" compass, knot meter, shipmate stove, refrig, shower, charger, H&C pressure water, cabin heater, work bench, life raft, sailing dinghy, anchors, chain, windlass, 13 winches, 4 working sails, mizzen staysail, storm main & jib, down wind twins & poles, awnings, Sausalito berth.

(415) 324-5432 days (415) 332-0216 nights

\$147,000



# BLUE DOLPHIN YACHTS

1120 BALLENA BLVD., ALAMEDA, CA 94501 (415) 865-5353

- SPECIALIZING IN QUALITY BROKERAGE
- WE CO-OP AND BERTHS ARE AVAILABLE

Morgan Out-Island 41' 39' Gulfstar Sailmaster

38' Downeast Cutter



1974, ketch. F/G, diesel w/gen. Perfect liveaboard, ready for world cruising. Loaded with equipment, seven sails, roller furling jib, VHF, SSB, Loran, depthfinder, autopilot, elec. windlass, electric head w/showers, refrig., freezer, microwave, gas stove/oven, clothes dryer, heater, air cond., Delta canvas over entire cockpit, Boston Whaler on davits, Searay survival raft, AM/FM/tape. \$89,500.

SELECT BROKERAGE SAIL \$290,000 50' Gulfstar Sail Master, sloop, 1982 ...... 50' Gulfstar ketch, 1980 185,000 190,000 150,000 50' Gulfstar ketch, 1977. 200,000 48' German Frers, Bravura 47' Olympic Offshore ketch, 1974. 47' Gulfstar Sail Master ketch, 1981. 47' Gulfstar Sail Master ketch, 1980. 240,000 47' Gulfstar Sail Master ketch, 1979 46' Sutton ketch, 1958. 45' C L Marine ketch, 1979 44' Gulfstar sloop, 1981. Nautor Swan sloop, 1979

44' Peterson sloop, 1975. 42' Cooper Pilot House sloop, 1981 ... 41' DownEast Pilot House cutter, 1980. 41' Gulfstar ketch, 1975 ..... 41' Gulfstar sloop, 1974 .... 41' Morgan, 1974. 40' Cheoy Lee Midship ketch, 1977. 40' Cheoy Lee Offshore yawl, 1974 40' Valiant cutter, 1979..... 40' Valiant sloop, 1976. 39' Gulfstar, 1982..... 38' DownEast cutter, 1980. 37' Condor sloop, 1979 . . . . . 37' Gulfstar sloop, 1977 37' Fisher Motor Sailer, 1978. 37' Irwin ketch, 1974..... 36' Columbia sloop, 1968 36' Islander cutter, 1978 ... 36' Islander sloop, 1976. 73,500 36' S-2 sloop, 1979 36' Hunter sloop, 1981

The ultimate cruise/liveaboard. New boat w/dsl

engine, aft cockpit, DeWitt sails and covers, Teak rubrail, sleeps seven, Nav Station, two-burner gas stove/oven, refrig. & ice chest, s/s sink, head w/seperate shower stall, pressure hot & cold water & holding tank. Beautiful yacht. Was \$134,000. Now you can own her for \$115,343.

27' C S sloop, 1979	26,500
26' Cheov Lee sloop, 1964	14,900
25' Santana, 1973	10,900
24' San Juan sloop, 1974	14,900
24' Stone Horse cutter, 1974	23,000
23' Custom Motor Sailer, 1982	25,000
22' Columbia sloop, 1968	, 4,200
22' Santana sloop, 1968	5,800
POWER	
78' Feadship, 1964	. \$750,000
68' Pacemaker, 1969	350,000
65' Pacemaker, 1972	400,000
64' Chris Roamer, 1964	350,000
63' Halvorsen, 1971	467,500
58' Hatteras Motor Yacht, 1971	395,000
57' Chris Constellation, 1968	205,000
57' Chris Constellation, 1967	165,000
57' Chris Constellation, 1966	167,500
56' Rose Bros. Sportfisher, 1968	240,000
52' Bluewater Motor Yacht, 1982	190,000
51' Celerity, 1983	Offer
50' Californian, 1982	249,500
50' Californian, 1982	239,500
50' Rose Bros. Sportfisher, 1971	179,950
49' Defever Trawler, 1979	215,000
49' Marine Trader Trawler, 1978	199,000
47' Rinewater Motor Yacht, diesel, 1982	195,000
47' Bluewater Motor Yacht, 1982	170,000
47' Suwanee Houseboat, 1970	47,900
47' Suwanee Houseboat, 1969	52,000
45' Bluewater Sedan, 1979	120,000
45' Carl Craft Houseboat, 1980	76,000
45' Newport Trawler, 1970	149,000

1980 — Like new, f/g, diesel engine, 3 sails, roller furling jib, quick reefing, VHF, COMBI system, windpoint, speed, knot, log and depth, compass, three-burner stove/oven, double s/s sinks, pressure water, double ice box, sleeps 7 in three cabins, head w/shower, very clean. Was \$89,000. Now \$87,500.

45' Whitcraft, 1971	59,950
44' Gulfstar Motor Yacht, 1979	210,000
44' Gulfstar Motor Yacht, 1979	204,250
44' Gulfstar Motor Yacht, 1979	199,500
44' Gulfstar Motor Yacht, 1980	195,000
44' Marine Trader Trawler, 1977	120,000
43' Gulfstar Trawler Yacht, 1976	140,000
40' Bluewater Sedan, 1979	96,000
40' Bluewater Sedan, 1979	89,500
40' Bluewater Sedan, 1978	89,500
40' Cruise-A-Home Houseboat, 1973	45,000
40' Cruise A Home Houseboat, 1973	39,900
40' Trojan F40, 1979	160,000
40' Vega Sport Fisher, 1975	83,000
38' Chris Coho Cruiser, 1974	65,000
38' Pacemaker Sport Fisher, 1972	, 100,000
38' Pacemaker Cruiser, 1965	32,000
38' Viking Sports Fisher, 1968	47,500
37' Californian Trawler, 1972	77,900
37' Silverton, 1982	111,000
36' Carver	Offer
36' Chris Constellation, 1960	31,500
36' Forbes Houseboat, 1978	139,000
36' Gibson Houseboat, 1980	46,000
36' Grand Banks Trawler, 1971	75,500
36' Grand Banks Trawler, 1970	75,000
36' Willard Trawler, 1966	68,500
35' Rhiewater Tri-Cabin, 1978	69,900
35' California Trawler, 1979	65,000
34' Californian, 1983	87,586
34' Executive F/B Sedan, 1977	62,500
34' Mainship, 1978	64,000
34' Mainship, 1983	76,970
34' Silverton, 1983	69,950
34' Silverton, 1983	69,950
33' Carver, 1976	36,000
32' Trojan, 1979	62,500
32' Lubrs F/B Sedan, 1970	35,000
32' Lubrs, 1972	49,500
31' Silverton F/B Sedan, 1980	49,000
31' Cruise-A-Home, 1978	40,000
28' Cigarette, 1971	24,500
28' Trojan Cruiser, 1968	13,500
27' Chris Cavalier, 1966	8,250
26' Fiberform, 1977	19,500
25' Albin, 1975	26,000
23' Wellcraft, 1980	19,500
22' Romany Express, 1971	15,000
C 10 1 270	

OPEN 'TIL 7 P.M. TUESDAYS & THURSDAYS

35' Magellan sloop, 1965. 34' Hans Christian cutter, 1978.

33' 1 O D sloop with engine, 1979 33' Yorktown sloop, diesel, 1970... 31' Crane Bros, racing sloop, 1976. 31' Etchells racing sloop, 1976.....

34' Islander, 1980.



	ng Associates HT SALES			
2390 SHELTER ISLAND	DR., SAN DIEGO 92106			
(619) 2:	23-5695			
19' CAPE DORY TYPHOON weeken	der witrir hurry \$10.950			
27' CAPE DORY rarely found on				
	y cruiser, best gear \$38,200			
33' ALEUJELA a beauty in new of	ondition\$68,200			
33' BRISTOL great boat at small				
.35' ALBERG (PEARSON) ready to				
	ng, reduced			
19' CAPE DORY TYPHOON weekender w/trlr hurry \$10,950 27' CAPE DORY rarely found on mkt, full keel beauty \$37,500 27' VANCOUVER full keel, roomy cruiser, best gear \$38,200 33' ALEUJELA a beauty in new condition \$68,200 33' BRISTOL great boat at small price \$24,000 35' ALBERG (PEARSON) ready to cruise again \$42,000 36' ISLANDER diesel, roller furling, reduced \$64,900 39' HANS CHRISTIAN pilothouse, loaded, offers \$149,500 40' "Q" CLASS EDSON-SCHOCK design, 1934 classic \$34,500 46' BREWER Pilothouse radar, SatNav, back from Canal \$169,500				
46' BREWER Pilothouse radar. S.	atNav, back from Canal \$169,500			
26' Westerly2 from \$20,500	37' Gulfstar \$79,500			
28' Columbia2 from 16,000	37' Tayana			
30' S-2 ctr cockpit85,000	37' Fisher			
31' Columbia, dsl19,950	38' Downeast 98,000			
32' Islander, fl kl 227,500	38' Hans Christian 122,500			
32' Dreadnought 2 frm31,500	40' Schucker trades/188,000			
32' Downeast	41' Abeking/Rasmussen 28,500 41' Morgan O.I			
32' Controversy SIp39,900 35' Fantasia79,500	41' Morgan O.I			
	41' Custom Danish ct128,500			
•				
35' Flying Dutchman90,000	42' Atkins ket			
•	42' Atkins ket			
35' Flying Dutchman90,000 36' Hans Christian79,500				



# Cruising

2833 Addison Street San Diego, CA 92106 Telephone (619) 225-9529

yachts worldwide. New and custom-built multihulls too. Please send your yacht and budget requirements together with \$2.00. We will promptly return a selection for your consideration.



24' 24' 24' 25' 25' 27'	1975 Windrose, 1963 Challenger 1968 Cal 1966 Islander 1966 Cal (7 Sail) 1976 Lancer 1980 Hunter 1974 Santana/Trl.	\$ 8,000 7,400 7,800 6,700 7,900 13,500 27,500 11,000	ower	(Classic Hårborboat Racer ailer per	14,500 11,300 "Repo" 49,500 33,000 75,000 59,000 116,000
25' 26' 27' 28' 29' 30' 30'	1977 Islander 1975 Reinell 1978 Balboa 1978 Santana 1979 Lancer 1973 Islander 1978 Hunter 1976 Catalina	19,000 8,900 19,000 28,500 33,000 30,000 32,000 35,000	45' La Belle Trawler	crab rigged Ocean Cruise Equipp ics, offered at h Fly Bridge twin, 3KW Kohler	45,000

4960 BROOKSIDE ROAD • STOCKTON, CALIFORNIA 95209 A DIVISION OF PHYSIOLOGIC REPS, INC. - 209/951-7572

LICENSED YACHT BROKER • NEW BOAT SALES **CHANDLERY • COMPLETE RIGGING SERVICE** 



### 2829 BRIDGEWAY, SUITE 201, SRUSALITO, CR. 94965

SELEC	TED	<b>LISTINGS</b>

25' Giles Vertue sloop, 1965, most beautiful on the coast\$31,500	
25' Aleutka cutter, 1981, singlehander anyone?18,500	
28' Hess Bristol Channel cutter, 1980, vane & other gear60,000	
30' Baba cutter, 1979, Loran, vane, absolutely loaded67,000	
30' Garden gaff cutter, BULL FROG, 1947, cruise anywhere34,000	
30' Rawson sloop, 1974, 4-107, vane, New Zealand veteran 25,000	
31' Mariners, we have three, one is wooden, roomy for her size 31,000	
32' Contessa sloop, 1976, vane, respected English design42,000	
32' Atkin Thistle cutter, great ferro cruising veteran29,000	
36' Lapworth L-36, 1959, MD-2B, great offshore potential36,000	
36' Hans Christian cutter, 1977, 7 sails, very clean94,900	
38' Farallon Clipper, 1957, varnished hull, beautiful	
41' Hinckley sloop, 1964, rigged for offshore sailing	
42' Whitby ketch, 1975, lots of offshore gear, ready	
45' Brewer Pinky schooner, new construction, beauty110,000	
45' Atkin flush deck cutter, 1977, very special	
45' Buchanan/DeVries cutter, steel, 1962, very clean	
45' Herreshoff Mobjack FG ketch, 1976, excellent sailer160,000	
50' Gulfstar ketch, 1977, cruise vet w/lots of gear159,000	
65' North Sea Trawler/Motorsailer, 1960, 5000 mi. range149,000	

# SPECIALIZING IN OFFSHORE CRUISING BOATS Over 100 Listings

Particulars are believed to be correct but are not guaranteed; subject to price change, prior sale or withdrawl without notice.

## PETER JONES YACHT BROKERAGE (415) 386-5870

BUYERS: If you're looking for a boat & don't see it here, or if you don't know which boat among the many alternatives will satisfy your sailing needs, then please call. My listings change constantly, & I may have some suggestions if you haven't decided on a specific boat.

• • • • • • • • • • • • • • • • • • •
39' CAL '80. VHF, depth, log, Barients & diesel
28' POWER CRIJISER'44, 60 hp diesel, Excellent liveaboard 22,500
38' INCRED KETCH '77. Cruising boat with much gear 88,000
37' ENDEAVOUR SLOOP '82. New boat in excellent shape
36' FI DREDGE-McGINNIS YAWL. New diesel, Virgin Islands 28,000
26, HINTER '80 Vanmar diesel, good gear, very clean
25, CHEOV I FF '38 Classic teak sloop, excellent shape
252 MACELLAN '65 Strip-planked Motorsailer UFFER
33' TARTAN TEN '79. All Barients. Ready to race
32' VANCHARD '66. Clean with rebuilt engine
32' I APWORTH SLOOP '60. Strip-planked mahog., clean & fast 29,500
32' ARIFS '77. Comfortable cruising boat. Diesel, VHF, etc 47,500
30' NORTHSTAR 1000 '73. S&S design. Nice shape
30' ENGLISH SLOOP '69. Singlehander, vane, Avon, diesel & more 30,000
20, OI SON '79. 9 sails and outboard
36' PEARSON '79. Atomic 4, VHF, clean
20' CAI "2-29" '75. Main & iib, wheel, Atomic 4, clean 31,300
22' COLLIMBIA '68. A lot of boat for the money. Atomic 4 10,900
20 DI LIC EDICSON '82 Diesel, North sails, combi, like new 49,500
202 FI DDFDCF-McINNIS SLOOP '59. Lots of gear, excellent condition 22,500
22' IST ANDER '77. Race equipped w/halyards back, Volvo dsi & more 34,300
27 O'DAV'76 Diesel RDF, VHF & depth, clean
27' AT RIN VEGA '76. Dodger, 5 sails, diesel, very clean
26' EDICSON '67. Very clean Crealock designed sloop
25, KIRRY STOOP '79. Well equipped by Laser designer 17,300
24. CLADIATOR '68. North sails, o.b., original owner
24 COLUMBIA CHALLENGER '63
24) NICHTINGALE '72. By Wylie. 7 sails & outboard
24. MOODE '70 North sails
22' SANTANA '68. Johnson outboard, 3 sails

SELLERS: If you own any well-built boat in gd. cond. & want an honest & capable person to represent you during the problems of negotiation, financing, sea trial, survey, title transfer, insurance, property tax proration and the inevitable bizzare Snafu, please call and list your boat.



Insurance

### KERMIT PARKER YACHT BROKERAGE

San Rafael Yacht Harbor, 557 Francisco Blvd. San Rafael, CA 94901 (415) 456-1860

### -- woon ---

WOOD	
23' Flush deek sloop, cruise rigged	
24' Cox sloop, cruise equipped, fireplace	11,750
25' Barney Nichols yawl	4,000
25' Roberts sloop, cold molded, brand new	25,000
25' Vertue sloop, Laurent G'les-design, new rig	24,000
26' Thunderbird, 91/2 lt.p. Evinrude, spinnaker	4,500
27' Barney Niehols sloop	12,500
30' Crosby sloop, Palmer engine, fixer-upper	9,500
30' Pilothouse sloop, Swedish-built double-ender	30,000
33' Alden sloop	
35' Mariner ketch, diesel, equipped	41,500
36' Alden yawl, totally restored	60,000
36' Angleman ketch, diesel	60,000
38' Farallon Clipper, totally re-built, fresh diesel	35,000
40' Concordia Motorsailer, gorgeous	39,500
40' Gauntlet Bermudian Cutter, Fastnet veteran	69,500
42' Wishbone ketch, ferro-eement, Hawaii vet	55,000
46' Custom Garden ketch, superb	125,000
46' Alden cutter, bristol	48,500
— FIBERGLASS —	
20' Cal	\$ 4,450
20' "Flicka" sloop, inboard diesel	25,000
21' Clipper sloop	Offers
22' Columbia, 10 h.p. Honda	5,000
27' Bandholm Sloop, inboard	Offers
29' Cal 2-29 sloop, ready to cruise, beaut, cond	32,000
30' Rawson, 1976, diesel	29,500
32' Mariner ketch, 1971, diesel, gorgeous like new interior.	39,500
*35' Coronado, well equipped.	44,000
39' Freya, kit w/diesel, unfinished	25,000
Many Other Listings of Quality Boats Available	

### EDGEWATER YACHT SALES, INC

1306 BRIDGEWAY SAUSALITO, CALIFORNIA 94965 (415) 332-2060

### SAIL - PARTIAL LIST

22 YANTANA 22 SANTANA 22 SANTANA, full rive ord 24 CAL 2-24 24 GLADIATOR full ker 25 GLICSON 1976, with tree 25 SEXTANT, with 20 hp onzer 25 NORTH STAR, 14 Tonner full rev 25 PEARSON ARIFLE full keel 25 LANCER, 1979, well equipard 26 BALBOA, with treeler likedel 28 ISLANDER Volvo diesc 30 ISLANDER MKII Volvo rive el for his 32 CLIPPER, diesel loaded 33 WESTSAIL Cutter 34 TRUE NORTH CUTTER 1981 file for 1990 35 BANFORD Cutter 1981 diesel 36 ISLANDER K, TCH like rick diesel 36 ISLANDER K, TCH like rick diesel 36 ISLANDER R, TCH like rick diesel 36 ISLANDER SER Cruster, fax 36 ISLANDER SER Cruster, fax 37 MARINER K, TCH like rick diesel 38 ISLANDER SER Cruster, fax 38 ISLANDER 974 to Johl 38 ISLANDER 974 to Johl 38 ISLANDER 974 to Johl 38 ISLANDER Stee Cutte in trince rickly 38 ISLANDER 974 to Johl	21° VENTURE with a len	11,250
22' SANTANA		4.950
22' SANTANA, full relevent 7,500 24' CAL 2-24 7,500 24' GLADIATOR full kent 7,500 24' COLUMBIA, fill kent 6,6500 25' ERICSON 1976, with front 9,000 25' SEXTANT, with 20 hp rozent 16,250 25' NORTH STAR, 14 Tonner full rank 16,250 25' PEARSON ARIFL fill keel 1900 25' LANCER, 1979, well equipped 1900 26' BALBOA, with trailer leaded 1900 26' BALBOA, with trailer leaded 1900 28' ISLANDER Volvo diesc 1900 30' FISHER Pill thouse 1900 30' FISHER Pill thouse 1900 30' FISHER Pill thouse 1900 30' VFSTSAIL Cotter 1900 31' TRUE NORTH COTTER 1900 full rank 1900 35' ERICSON MK, full keel 1900 35' ERICSON MK, full keel 1900 35' BANFORD Cutter 198: 1900 35' MARINER K, TCH ske rock 41 1900 36' BIESTER Stee Cutte, interestedly 1900 36' BIESTER Stee Cutte, interestedly 1900 38' FARALLON Cippe 1900 41' MORGAN On Santal 1900 38. FARALLON Cippe 1900 41' MORGAN On Santal 1900 3900		
24' CAL 2-24  24' GLADIATOR full ker  24' COLUMBIA, fill ker  25' ERICSON 1976, with trait  25' SEXTANT, with 20 hp rozin  25' NORTH STAR, 14 Tonner full rain  25' PEARSON ARIFL fill keel  25' LANCER, 1979, well equipard  26' BALBOA, with traiter leaded  28 ISLANDER Volvo diesc  30' ISLANDER MKII Volvo and different  32' CLIPPER, diesel loaded  32' WESTSAIL Catter  34' TRUE NORTH COTTER 188 final rain  35' ERICSON MK, full keel  35' BANFORD Cutter 128: 25501  36' ISLANDER K, TCH skelic and different  36' ISLANDER K, TCH skelic and different  36' ISLANDER SA Crosser, fax  36' ISLANDER STEAL Catter  37' MARINER K, TCH skelic and different  38' MARINER K, TCH skelic and different  36' ISLANDER 974 loaded  38' FARAL' ON Clippe  41' MORGAN On 1's and 1'  30.0000  41' MORGAN On 1's and 1'  30.0000  41' MORGAN On 1's and 1'  30.0000		
24' GLADIATOR full ken 24' COLUMBIA, fill ken 25' ERICSON 1976, with from 25' SEXTANT, with 20 hp rozen 25' NORTH STAR, I 4 Tonner full rank 25' PEARSON ARIFLE fill keel 25' LANCER, 1979, well equipord 26' BALBOA, with trainer leaded 28' ISLANDER Volvo diesc 30' ISLANDER MKII Volvo in Relation 31' FISHER Pill tit House but 16,500 32' WESTSAIL Cotter 34' TRUE NORTH COTTER 1984 follows 35' ERICSON MK, full keel 35' BANFORD Cutter 1981 (1986) 35' NORTH SEA Crosen fas 4 35' MARINER K, TOHER RELATION 36' ISLANDER 974 or John 36' BIESTER Stee Cutte in Francischy 36' BIESTER Stee Cutte in Francischy 36' BIESTER Stee Cutte in Francischy 36' MARINER K, TOHER RELATION 41' MORGAN Or 1's and		
24' COLUMBIA, filikeel 25' ERICSON 1976, with from 25' SEXTANT, with 20 hp rozer 25' NORTH STAR, I 4 Tonner full rate 25' NORTH STAR, I 4 Tonner full rate 25' LANCER, 1979, well equipord 26' BALBOA, with trailer likaded 28' ISLANDER Volvo diesc 30' ISLANDER MKII Volvo and 8' for hord 30' FISHER Pill tit House Late 30' FISHER Pill tit House Late 32' CLIPPER, diesel loaded 32' WESTSAIL Cotter 34' TRUE NORTH COTTER 1986 for hord 35' ERICSON MK, full keel 35' BANFORD Cutter 1981 (Josef 1950) 35' BANFORD Cutter 1981 (Josef 1950) 35' MARINER K, TCH ake now discovered to the start of the st		
25' ERICSON 1976, with 1981 9,5000 25' SEXTANT, with 20 hp rozers 16,250 25' NORTH STAR, 14 Tonner full rate 16,250 25' PEARSON ARIFLE f, I keel 1900 25' LANCER, 1979, well equip or d 1950 26' BALBOA, with truler likaded 1950 26' BALBOA, with truler likaded 1950 26' ISANDER Volvo diese 1900 30' ISLANDER MKII Volvo 1888 1950 30' ISLANDER MKII Volvo 1888 1950 30' FISHER PILL House 1951 32' CLIPPER, diesel loaded 1952 32' CLIPPER, diesel loaded 1953 35' ERICSON MK, full keel 1953 35' ERICSON MK, full keel 1953 35' BANFORD Cutter 1981 1986 35' BANFORD Cutter 1981 1986 35' NORTH SEA Croser, fas 1950 36' ISLANDER 1974 lo Johl 1950 36' BIESTER Stee Cutte 1 Francischy 1950 38' FARALLON Cippe 1974 1950 41' MORGAN O 15 and 1950		
25" SEXTANT, with 20 hp (ng or 16,250) 25" NORTH STAR, 1.4 Tonner full role 25" LANCER, 1979, well equipored 25" LANCER, 1979, well equipored 26" BALBOA, with tripler licated 28" ISLANDER Volvo diesc 30" ISLANDER MKII Volvo reled to the 30 000 30" FISHER Pillet House bett 16,500 32" WESTSAIL Cutter 34" TRUE NORTH COTTER 1980 february 61 000 35" ERICSON MK if the keel 19,500 35" NORTH SEA Crosser, fax 4" (1979 42,000) 36" ISLANDER 1974 or John 1980 february 1995 36" ISLANDER 1974 or John 1995 36" ISLANDER 1974 or John 1995 36" ISLANDER 1974 or John 1995 36" BIESTER Stee Cutte in Tripler 1995 36" BIESTER Stee Cutte in Tripler 1995 38" FARALLON Clippe 1995 41" MORGAN Or "Island" 1990 31" MORGAN Or "Island" 1990 41" MORGAN Or "Island" 1990 41" MORGAN Or "Island" 1990 31" SARALLON Clippe 1995		
25' NORTH STAR, 1 4 Tonner full row 25 PEARSON ARIFLE full keel 25' LANCER, 1979, well equipped 26' BALBOA, with trialer licarded 28 ISLANDER Volvo diesc 30' ISLANDER MKII Volvo and the full 30' FISHER Pillet House better 32' CLIPPER, diesel loaded 32' WESTSAIL Cutter 34' TRUE NORTH COTTER 1981 full and 11-3 30,000 35' ERICSON MK , full keel 35' BANFORD Cutter 1981 diesel loaded 35' NORTH SEA Crosser, fas 4' 35' MARINER K, TCH like now 4- 36' ISLANDER 974 lo diel 36' ISLANDER 974 lo diel 36' BIESTER Steel Cutte , recommendy 38' FARALLON Clippe 11-11 41' MORGAN On Island		
25 PEARSON ARIFLE followed 25 LANCER, 1979, well equipland 26 BALBOA, with tripler licated 34,509 28 ISLANDER Volvo diesc 30 ISLANDER MKIL Volvo and the followed 30 FISHER Pilet House better 32 CLIPPER, diesel loaded 32 WESTSAIL Cutter 34 TRUE NORTH COTTER 1991 followed 35 ERICSON MK is followed 35 BANFORD Cutter 1981 diesel loaded 36 NORTH SEA Crosser, fas 4 7 Y 42,000 36 ISLANDER 974 or John 1991 36 BIESTER Stee Cutte in Tripler 1991 38 FARALLON Clippe 1991 41 MORGAN Or Island 38 BANFORD Clippe 1991 41 MORGAN Or Island 39 S000	25' NORTH STAR, 1 4 Tonner full rate	
25" LANCER, 1979, well equip and 10" 500 26" BALBOA, with trialer licarded 34,500 28 ISLANDER Volvo diesc 30 000 30" ISLANDER MKII Volvo and 10" 10" 63 500 30" ISLANDER MKII Volvo and 10" 10" 63 500 32" CLIPPER, diesel loaded 60 000 32" WESTSAIL Cutter 61 000 32" WESTSAIL Cutter 61 000 35" ERICSON MK   full keel 10" 10" 30,000 35" ERICSON MK   full keel 10" 10" 30,000 35" BANFORD Cutter 108" 10" 10" 30,000 35" NORTH SEA Croiser, fax 10" 10" 42,000 36" ISLANDER 974 olded 82,000 36" ISLANDER 974 olded 82,000 36" BIESTER Stee Cutte   mission of the 10" 10" 46,000 38" FARALLON Clippe 10" 11" 80,000 41" MORGAN Olds and 10" 10" 10" 10" 10" 10" 10" 10" 10" 10"		
26' BALBOA, with trailer in arted  28 ISLANDER Volvo diesc  30' ISLANDER MKII Volvo and in the following  30' ISLANDER MKII Volvo and in the following  30' ISLANDER MKII Volvo and in the following  32' CLIPPER, diesel loaded  32' WESTSAIL Cutter  34' TRUE NORTH COTTER and following  35' ERICSON MK if the keel  35' BANFORD Cutter 1/38' Basel  35' NORTH SEA Crosser, fas 4'  (19 42,000)  36' ISLANDER 974 or John  36' ISLANDER 974 or John  36' BIESTER Steel Cutter, interest and y  46,000  41' MORGAN Or I's and y  41' MORGAN Or I's and y  34,000  34,000  36' BIESTER Steel Cutter, interest and y  46,000  41' MORGAN Or I's and y  31.000		
28 ISLANDER Volvo diesc  30 ISLANDER MKII Volvo en el fercia.  30 ISLANDER MKII Volvo en el fercia.  30 ISLANDER MKII Volvo en el fercia.  30 ISLANDER Pillet House est.  32 CLIPPER, diesel loaded  32 WESTSAIL Câtter  34 TRUE NORTH COTTER eller felt en el felt en el fel 000  35 ERICSON MK ; ful keel  35 BANFORD Cutter 1/38: diesel  35 NORTH SEA Crosser, fas.  36 SNORTH SEA Crosser, fas.  36 ISLANDER 974 oldel  36 BIESTER Steel Cutte : rinsor en fy  38 FARALLON Cippe 11 et 80,000  41 MORGAN Olds and		
30" ISLANDER MKII Voive and Parkin 40 000 30" FISHER Pillet House Lett 43 509 32" CLIPPER, diesel loaded 60 000 32" WESTSAIL Cutter 61 000 33" TRUE NORTH CUTTER 1991 fails 1000 35" ERICSON MK , full keel 1000 35" BANFORD Cutter 1981 diesel 19 500 35" NORTH SEA Crosser, fas 10" (by 42,000) 35" MARINER K, TCH like now 10" (by 42,000) 36" ISLANDER 1974 10 diesel 10" (by 42,000) 36" ISLANDER 1974 10 diesel 10" (by 42,000) 38" FARALLON Cippe 10 10" (b) 40,000 41" MORGAN On 15 and 10" (b) 20,000		
30" FISHER Pill tit House Latt 165 500 32" CLIPPER, diesel loaded 60 000 32" WESTSAIL Cutter 61 000 34" TRUE NORTH CLITTER 188" fail 165 30,000 35" ERICSON MK   full keel 178" 179 500 35" BANFORD Cutter 178" 1785 1785 1785 1785 1785 1785 1785 1785	30' ISLANDER MKILL VOING THE BEST TO A TO	
32' CLIPPER, diesel loaded  32' WESTSAIL Cútter  34' TRUE NORTH CUTTER 1991 frith 1991  35' ERICSON MK   full keel 1995 frith 1991  35' BANFORD Cutter 1981 diesel 199500  35' NORTH SEA Crosser, fas 199500  36' ISLANDER   974 lo glod 199500  36' ISLANDER 1974 lo glod 199500  36' BIESTER Steel Cutte   misser 199500  41' MORGAN O 15 and 199500000		
32" WESTSALL Cutter  34" TRUE NORTH CUTTER 1981 frat 1991 frat 199		
34" TRUE NORTH CUTTER 1981 fish 1991 35" ERICSON MK   fur keel 199500 35" BANFORD Cutter 1981 desci 199500 35" NORTH SEA Crosser, fas 199500 35" MARINER K, TCH 19ke now 199500 36" ISLANDER 1974 to 1981 199500 36" BIESTER Steel Cutter 1777000 1997 1997 1997 1997 1997 1997 1		
35" ERICSON MK   fu   keel   19 500   35" BANFORD Cutter   1981   34861   19 500   35" NORTH SEA Crosser, fas   4	34' TRUE NORTH CHITTER THE FUND IN THE	
35" BANFORD Cutter 1781 (1950) 35" NORTH SEA Crosser, fax 4  135" MARINER K, TCH (ike r.c.a. 4) 36" ISLANDER 1974 of Johl 1982 36" BIESTER Steel Cutter, researched 1982 38" FARALLON Clippe 1994 1982 41" MORGAN Of 18 and 1982 38" BANFORD		
35" NORTH SEA Crosser, fas. 4  "35" MARINER K, TCH like r.c.a. 4  36" ISLANDER 974 o Jol 82,000  36" BIESTER Stee Cutte , recorded 46,000  38" FARAL' ON Clippe 11 o 1  41" MORGAN O 15 and 1	25' BANFORD Cutter 138' 1 SEL	
35" MARINER K, TCH skence 4       07 y 42,000         36" ISLANDER 974 b Gold       978 950         36" BIESTER Stee Cutte , Tribut 12-14y       82,000         38" FARAL! ON Clippe       1 + 1         41" MORGAN On 15 at 1       80,000		
36' ISLANDER 974 o Jol 82,000 36' BIESTER Stee Cutte . most ready 46,000 38' FARAL' ON Clippe 1 + 1 80,000 41' MORGAN O 1's at 3	35 MADINIER K TCH WALL A	(1y 42,000)
36' BIESTER Steel Cutte in Francisch 19 46,000 38' FARAL' ON Cippe 19 4 11 MORGAN O 1's and 19 10 10 10 10 10 10 10 10 10 10 10 10 10		Only 58,950
38' FARAL' ON CI ppe 11-11 80.000 41' MORGAN O 1's at 1		82,000
41° MORGAN () 'sa' 1		46.000
41 MORGAN (7 Sans) 41 GULFSTAR, center (kpt since) 81,000		90.000
41 GULFSTAR, CENTER CKPT C TO	41 MORGAN () Sa' '	000,18
	41 GULFSTAR, center - ckprt sing	

WE ALSO HAVE BOOKS FULL OF POWER BOAT LISTINGS OF ALL TYPES

### DEALERS FOR:

FORCE 50 SEA WOLF 44 ROBERTS 45 PETERSON 34

# SKIPPERS

YACHT SALES



50' FORCE 50. New center cockpit ketch, berthing for 8 includes queensize aft cabin, ultra-luxury, unbelievably priced in mid-130's sailaway; pilothouse also avail. Inquire. (Sistership). May Be Seen At Our Docks



43'7" SEA WOLF 44 DIESEL AUXILIARY KETCH, NEW — Sailaway \$103,680!! Call for details (sistership).



CAL 30, 1965. Extremely clean. \$29,500/offers.



34' PETERSON. Special. \$62,500.



42' FORMOSA. Clean, diesel. \$79,000

16' NEWPORT	\$2,900
20' MARIEHOLM	
22' SANTANA	5,700
23' SAN JUAN	
23' COX	
23' RANGER	
23' BEAR	12,500
24' EMERSON	4,200
24' CAL 2-24	
24' PEARSON AREO 24	
24' WINDWARD Sloop	
24' NEPTUNE 24K, 1980	
24' ISLANDER BAHAMA	
`25' NORTHSTAR 500	
25' CAL	
25' CHEOY LEE	14,500
25' SANTANA 525	
25' BAHAMA 25, McGlasson-design.	2 from 15,500
25' NICHOLS SeaHorse yawl	7,500
25' CHEOY LEE CLIPPER	2 from 15,500
25' CORONADO	3 from 9.200
25' NORDIC FOLKBOAT	2 from 5,400
25' SEILDMANN sloop	20,900
25' TANZER 7.5	10,500
25' PETERSON 2-25 full race	13,000
25' FOLKBOAT-BORRESON	
25'6" FRIENDSHIP SCHOONER	
26' COLUMBIA 26	

26 INTERNATIONAL FOLKBOAT	27,000
26' BAHAMA	16,500
26' PEARSON ARIEL	13,000
26' RANGER	
26' S-2 aft cockpit sloop	
27' BRISTOL	15,950
27' TARTAN	. 18,500
27' CAL 2-27	25,950
28' COLUMBIA	14,900
28' NICHOLS BUCCANEER2 fro	m 9,995
28' LANCER SLOOP	19,500
29' DRAGON	2,995
29' FARALLON	
29' COLUMBIA MARK II	
29' RANGER diesel	
30' ISLANDER	
30' CATALINA	
30' CLIPPER MARINE4 from	
30' CAL, '65, extremely clean29,5	
30' SCAMPI 30 MKIV dsl aux. slp	
30' AMERICAN sloop, Nichols design	
31' MARINER	
31' PIVER	
32' TRAVELLER	
32' ISLANDER	
32' WAYFARER	
33' ALDEN	. 22,500
33' HUNTER	38,000
· ·	

### MANY MORE LISTINGS ON FILE - BERTHING AVAILABLE FOR ALL BOATS

1535 Buena Vista Ave., Alameda No. 12 Marina Blvd., Pittsburg 3424 Via Oporto, Newport Beach

(415) 522-6500 (415) 432-8722 (714) 673-5200

# Cityachts foot of laguna san francisco O'CAL T' WILDERNESS OFFERS

001 041	OFFERS
20' CAL	
22' SANTANA	
23' ERICSON	7,000
23' BEAR	OFFERS
24' J	17 500
24' COL CHALLENGER	6,000
24' SAMOURI	12,500
24' NIGHTINGALE	2 from 14,500
25' CORONADO	9,500
25' DAVIDSON	2 from 12.500
25' PACIFIC CLIPPER	, , , , , , , , , , , , , , , , , , , ,
25' NORTHSTAR 500	·16,239.05*
25' GAFF SLOOP	35,000
25' KILLER WHALE	18.500
26' COLUMBIA MKII	12,500*
27' ERICSON	. 2 from 26,000*
27' EXPRESS (CUSTOM)	30,000
27' SANTA CRUZ	2 from 20,000
27' CAL T/2	2 from 16,000
27' CATALINA	3 from 15,000
27' ENGLISH SLOOP	26,000*
28' COLUMBIA	22 from 17,000
28' TRITON	27 000
28' WYLIE 1/2 TON	31,950
20' C A I	32.222
29' HERRESHOFF H-28 29' BUCCANEER	
29' BUCCANEER	
30' ETCHELLS 22	22 900
30' SANTANA	
30' WYLIE 34 TON	40,000
30' IRWIN	45,000
30' PEARSON	31,000
30' BURNS ½ TON 30' ISLANDER MKII	3 from 29.500
30' RAWSON	, 29,000
30' RAWSON-MONTEREY SLIP:	
31' PETERSON 1/2 TON	OFFERS
31' WHITING DESIGN	39,000
32' FRICSON	, , , , , 35,000
32' NANTHCKET	., 46,500
22' CHEOV   FE	
33' SPAULDING SLOOP 33' TARTAN TEN	3 from 25 000
33' WYLIE	75,000
34' PETERSON	, , , , , , , , , 69,950
35' CORONADO	44,000*
35' FUJI KETCH	
36' ISLANDER FREEPORT	120 000
36' J	73,500
36' ISLANDER	3 from 59,900
36' HERRESHOFF	44,500
36' HUNTER	
37' RAFIKI CUTTER	
37' FISHER MKII	80,000
27' BALTIC	, , , , , , , , , , 135,000 , .
28' EARALLONE CLIPPER.	, 3 trom 35,000
38' YANKEE	124 900
(30° CAI	2 from 77,000
A02 C2 C 14	134,000
40' MARINER KETCH 41' OFFSHORE CHEOY LEE	
41' OFFSHORE CHEOY LEE	92,000
41' NORLIN	
43' METER R BOAT	
401 CWAN	129,000
45' COLUMBIA MOTORSAILER	, . , . , 109,500
AE' DOWNEAST	,,,,,,,,,1 <b>35,0</b> 00
45' DAVIDSON CUSTOM	134.500
FOR SARITA CRIT	
FOLCHI FOTAB	159,000
FE' MOTOPOUTTER "LUCIA"	230,000 (OFFERS)
SAN FRANCISCO BERTH II	ACTODED





Do you know the way to San Jose? Well, how about San Leandro Marina? SEE THE NEW

# BALTIC 38 NORDIC 40

September 14-18 at the San Leandro Boat Show or at

